Weather
Continued gloomy weather today. The maximum temperature yesterday was 55.8 and the minimum 47.3, the figures for the corresponding day last year being 71.4 and 43.4

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ANGLO-AMERICAN PACT IS PROPOSED TO GUARD FRANCE

Measure Taken To Meet Any Unprovoked Attack By Germany

PLEDGES OFFERED

Lloyd George Will Go To Parliament, Wilson To Senate With Plan

JAPANESE RECANT

Decide Not To Press For Racial Equality At This Time

(*American Wireless To Reuter*)

Paris, May 8.—(Received by U.S.S. Wilmington).—The treaty of peace between twenty-seven Allied and Associated Powers on the one hand and Germany on the other was given to the German delegates at Versailles today. It is the largest treaty ever drawn up. It contains 80,000 words divided into fifteen sections and represents the combined efforts of over a thousand experts working continually through a series of commissions for three and a half months since January 18.

The treaty is printed in parallel columns in French and English, which languages are recognised as having equal force.

Triple Alliance Planned

In addition to the securities afforded France against attack by Germany President Wilson pledged himself to propose to the United States Senate and Premier Lloyd George pledged himself to propose to the Parliament of Great Britain an engagement, subject to the approval of the Council of the League of Nations, to come immediately to the assistance of France in case of unprovoked attack by Germany.

The treaty does not deal with questions affecting Austria and Bulgaria excepting insofar as having Germany accept any agreement reached with its former Allies.

Japan Not To Press Now For Racial Equality Point

(*Reuter's Agency War Service*)

Paris, April 29.—An important session of the League took place today when a revised draft presented by President Wilson was carried unanimously.

Attention was strained on Baron Makino's speech but his next words brought relief from the anxiety that troubles would be created in case Japan insisted on the insertion in the preamble to the clause proclaiming the equality of races.

Baron Makino said, "We will not press for its adoption now but the Japanese people feel poignant regret at the failure of the League of Nations Commission to approve their just demand and will continue their insistence in the future for the adoption of this principle."

Germans All There Now

Paris, April 30.—The third and last group of the German delegates summoned to Versailles to hear the Allies' conditions of peace arrived yesterday evening with Count von Brockdorff-Rantzau, the German Minister for Foreign Affairs, as the head of the German delegation.

Presentation Of Treaty

Paris, May 2.—It has been practically decided that the solemn ceremony of handing the Peace Treaty, a foolscap volume of 350 pages, to the German plenipotentiaries will take place on Wednesday in the presence of the Allied military and naval experts, Marshal Foch, General Sir Henry Wilson, Admiral Sir Rosslyn Wemyss and the spokesmen of the Supreme Council of War, M. Clemenceau.

Germany's Losses

Paris, May 2.—Paris official circles estimate that Germany will lose about 70 percent of her iron-ore, 33 percent of her coal and 20 percent of her potash.

Swiss Views Heard

Paris, April 30.—The President of the Swiss Confederation discusses in Paris with the Peace Conference means to allow a nation which desires to remain permanently neutral to enter the League of Nations.

Cables Discussed

Paris, May 2.—The Council of Three today, attended by the respective Ministers for Foreign Affairs, discussed the question of the German cables.

Paris, April 23.—The Council of Four so far have not paid much attention to questions of detail concerning negotiations at Versailles and have taken no decision as to the manner in which the Treaty shall be handed over to the German delegation.

Movement Launched Here For Boycott On Japanese

Resolutions Passed And Handbills Distributed Urging Retaliation For Loss Of Tsingtau

A general anti-Japanese movement was launched yesterday in the Shanghai city as a result of China's defeat over Tsingtau. Several meetings were held by various educational and commercial organisations and resolutions were passed to boycott Japanese manufactured goods and products. Different kinds of handbills appeared on the electric light and telephone and other posts along the roads, inciting the people to put an embargo on all things Japanese.

Restaurant keepers met and drew up a blacklist of foodstuffs and delicacies imported from Japan. Certain brands of beer, sauce, jelly fish, sharks' fins, asparagus and lobsters are among the articles included. Fines will be imposed on those who violate this decision, it was agreed. The non-use of these articles will be announced in the menus of all the foodshops.

Urge Use Of Substitutes

Lists of Chinese products capable of substituting Japanese goods were also printed and distributed broadcast. Handbills in tabular form giving the tabooed article as well as the Chinese substitute in every case were given to pedestrians. The language used in many of the circulars was quite inciting. Members of the Shanghai Municipal Police accompanied by interpreters were also on duty to watch developments. Copies of the handbills were sent to police heads.

The First Provincial Commercial School in Nantao issued a circular, inviting information regarding the names of the producers of native goods capable of substituting for Japanese goods, which are daily consumed by Chinese, rich and poor, such as toilet articles, towels, matches, buttons, stockings, chinaware, sweets, oil and vaseline.

One of the handbills distributed ended with the following picturesque phrase: "Take hold of 99 steel swords and don't cease until all the dwarf barbarians are annihilated."

Reject Japanese Notes

The local money exchange shops yesterday refused to accept notes issued by the Yokohama Specie Bank and the Taiwan Bank. Even shroffs refused to accept them for payment of accounts. Holders of the notes continued their visits to the two banks yesterday morning to cash their bills. The run was only of a limited nature, because only a limited number of Japanese bank notes were on the market as a result of the recent run on the banks.

The Hen Foong Cotton Mill has decided not to have any dealings with Japanese. A meeting of the employes was held Thusday night and a committee was appointed to organise all the cotton mills in Shanghai to boycott Japanese goods and another to compile a list of Japanese made articles for daily use so that no more such articles may be purchased in the future. A large number of Japanese articles belonging to the mill and its employes were smashed after the meeting.

Boycott On Japanese Is Under Way In Peking

Peking, May 8.—The People's Foreign Relations Society yesterday circulated a small yellow leaflet in thousands of copies, urging the people of Peking not to buy Japanese goods or have any dealing with the Japanese until further notice. The leaflet says:

"In view of the fact that the Japanese already taken possession of our Manchurian provinces and are now about to seize Shantung from us, we can no longer treat them as a nation friendly to us. Our fellow-countrymen of all classes, scholars, farmers, laborers and merchants, should from this date—the seventh day of the fifth month of the eighth year of the Republic—cease to buy Japanese goods and to use Japanese banknotes, and they should withdraw all deposits that they may have with Japanese banks. It is in the hope that our country may in this manner be saved that we are taking strict measures to oppose the Japanese."

"Let others have this leaflet when you have read it."

The boycott is on. Many foreigners and Chinese tried yesterday and today to use Japanese banknotes in the local shops and failed. The merchants refused to accept them and in most cases presented their clients with a copy of the leaflet mentioned above. In addition to the People's Foreign Relations Society, the Self-Determination Society and the students at the Government University are actively pushing the boycott, while the Peking Chamber of Commerce is pledged to support it.

The refusal of the merchants to accept and of the mass of the people to use Japanese banknotes will mean a run on the Yokohama Specie Bank and it is understood that the officials of that bank are anticipating the run and getting ready for it.

KOLTCHAK IS ASSURED OF FRANCE'S GOOD WILL

Pichon's Message Says Rebirth Of Russia Is Expected To Come Out Of Siberia

(*Reuter's Pacific Service*)

Peking, May 7.—The following telegram from Omsk, dated April 28, is an interesting sequel to other recent information:

"The French Minister of Foreign Affairs has transmitted to the supreme ruler, Admiral Koltchak, the following declaration of the French Government: 'The French Government learns with sincere pleasure of the brilliant successes obtained by the Siberian armies on the whole Ural front in the course of the last offensive. I deem it my duty in my own name and in that of the whole French people to convey the congratulations of France and to express to you her admiration of the valor of your troops who, in exceedingly difficult circumstances, inflicted defeat on the Bolsheviki, the enemies of humanity. Deeply believing in the future of Russia, united and free, we shall continue to give material and moral support worthy of the cause in the defense of which you have risen. France, who has continued to have complete faith in the Russian people and who is convinced that her rebirth will come from Siberia, hopes that the whole of Russia will return to the ranks of the Allies as soon as she shall be able freely to express her will and definitely cast out the elements of disorder and anarchy which have usurped power and which are hostile to all organised society.'

"(Signed) PICHON."

BRITISH COTTON MEN MAY VISIT FAR EAST

Commons Told Project To Send Mission To Study Markets Is Being Considered

(*Reuter's Agency War Service*)

London, May 6.—In the House of Commons today Sir Auckland Geddes stated that the question of the despatch of a mission to investigate Far Eastern markets for cotton piecegoods is at present being considered. The foreign competition, including Japanese, in these markets, was doubtless one of the problems with which any such mission would deal.

No definite decision had been taken with regard to the despatch of the mission or its composition but the matter would be discussed at a meeting in Manchester on the 7th.

If those interested in the silk industry desired to make any proposals for an investigation abroad, he would be very glad to carefully consider them.

Japan's Rulers Attend Anniversary Of Tokio

Holiday Makers Throng Parks And Jubilation Reigns Over Whole City

(*Reuter's Pacific Service*)

Tokio, May 9.—Their Imperial Majesties honored the celebration today of Fiftieth Anniversary of Tokio as the nation's capital with their presence. Jubilation reigned throughout the whole city and holiday makers thronged the parks and thoroughfares.

The European Race

Fitzpatrick in St. Louis Post. Dispatch

LONDON MEETING FIXES POLICY OF TERRITORIALS

Westminster Conference Comes To Nine Main Conclusions For The Future

(*Reuter's Agency War Service*)

London, May 3.—The Territorial Conference at Westminster came to nine main conclusions, including one that the force should be a replica of the Regular Army but no territorial unit should be sent abroad except in an emergency so serious as to require the passage of a General Service Act.

During the discussion the enforced detention of territorials in garrisons abroad was explained, pending the raising of regulars to replace them.

Mr. Winston Churchill, the Secretary of War, stated that the utmost was being done to repatriate them as early as possible.

Mr. Churchill stated that the Army Council favored the grant of a special medal to the men who were territorials before the war who went overseas at the outbreak of the war.

Field Marshal Sir Douglas Haig paid a tribute to the grand fighting spirit of the territorials. He was glad to see the Army Council were throughly sympathetic about forming a great territorial army. Sir Douglas Haig emphasised the necessity of uniform establishments for regulars and territorials, whether in England, Australia or elsewhere. He hoped a return would be made to affiliated cadet units; that did not mean militarism. It was the duty of the Education Department to see that citizens were trained for the duties that fall upon them when they became men.

Bars Lifted By U.S. On Export Of Silver

Maximum Price That Was Fixed For Metal Last August Is Abrogated

(*Reuter's Agency War Service*)

Washington, May 6.—The government has removed the war restrictions on the export of silver.

The Government has abrogated the maximum price of 101½ cents per ounce for silver fixed on August 15 last.

Cable Corrections In Peace Treaty

The following minor cable corrections in the draft of the summary of the peace treaty are given by Reuter's Agency. They do not have any vital effect on the provisions and are of interest chiefly to those who are keeping the treaty for reference.

Validity of Treaties—(1st paragraph) read, all treaties or international engagements such as the Treaties of Arbitration concluded after the institution, etc.

In the Introduction. Read "Fifteenth Section is made up of a series of miscellaneous clauses, including the recognition of other subsequent Treaties of peace, etc.

Council (Clause C.). Read "Other communities such as Southwest Africa and South Pacific Islands are best administered, etc.

Morocco (4th paragraph) Read—All movable and immovable German property including mining rights may be sold at public auction and the proceeds to be paid to the Sherifian Government and deducted from, etc.

MAY DAY IN FRANCE RATHER QUIET HOLIDAY

Disturbances Apparently Were Confined To Street Disorders In Paris

(*Reuter's Agency War Service*)

Paris, May 2.—The first of May celebration throughout France passed amid relative calm, though there were some disturbances and street fighting in Paris during the afternoon, when a group of manifestants, composed chiefly of youthful, turbulent elements, came into collision with the police and troops. Revolvers were used by the crowd in the skirmish in which a youth 18 years old was killed near the Opera House. 250 police were more or less seriously injured.

All Activities Cease

Paris, April 30.—Tomorrow there will be absolutely no activity in industrial and commercial circles, no trams running in the subway, no newspapers and no stock exchange, cafes, restaurants, theaters or music halls open.

A Note issued last night states that the French Government has decided to forbid any attempt at a manifestation in the streets of Paris on May Day.

EMPRESS OF RUSSIA HAS RECORD SILK SHIPMENT

Previous High Mark Of C.P.O.S. Passed; Cargo Of 3,612 Bales Worth Taels 2,000,000

When the Empress of Russia sails for America at daybreak today it will carry the biggest shipment of silk ever carried across the Pacific from China. The shipment consists of 3,612 bales and the value of the cargo is placed at Taels 2,000,000. The largest previous record is also held by a vessel of the Canadian Pacific Ocean Services, the Empress of Japan, which in December of 1915 took out a cargo of 2,576 bales of silk.

Fog which the Empress of Russia encountered when it arrived at Shanghai delayed the vessel's departure about 18 hours. It carries a heavy mail to America.

American Ambassador Entertained In Tokio

Former Minister From U.S. To Italy One Of Distinguished Guests At Luncheon

(*Reuter's Pacific Service*)

Tokio, May 9.—Today the Minister of War gave a luncheon in honor of Mr. Morris, the American Ambassador. The distinguished Americans present included Mr. Potter, formerly Ambassador for America to Italy. Very cordial speeches were exchanged expressing mutual appreciation of the co-operation between the Japanese and Americans in Siberia.

Baron Hayashi Leaves To Assume New Duties

(*Reuter's Pacific Service*)

Tokio, May 9.—Baron Hayashi, the newly-appointed Governor-General of the Kwantung leased territory left for Dairen today.

JAPAN PROMISES RETURN TO CHINA OF ALL SHANTUNG

Peninsula's Sovereignty To Be Restored, Says Baron Makino

RIGHTS RETAINED

Concessions Germany Held To Be Exercised By Nipponese

CHINESE PROTEST

Appeal To Wilson Against Treatment Accorded In Presenting Treaty

(*Reuter's Agency War Service*)

London, May 5.—Baron Makino has informed Reuter's Agency that Japan intends to return the Shantung peninsula in full sovereignty to China; merely retaining the economic concessions granted to Germany and the right to establish a settlement at Tsingtao.

With regard to the railway there, which is to become a Sino-Japanese joint undertaking, Baron Makino stated that special police would be used only to ensure the security of the traffic. These police would be Chinese with such Japanese instructors as the directors of the railway select and will be appointed by the Chinese Government.

Chinese Voice Plea

Paris, May 6.—The Chinese Delegation has appealed to President Wilson against the arrangements for the presentation of the Treaty to the Germans whereby China, Siam and other small Powers are not admitted to the Conferece chamber.

It is explained that only those Powers which gave effective help during the war have been chosen to be represented at the ceremony, namely, the Associated Powers, the British Dominions, India, Japan, Belgian, Brazil, Greece, Portugal, Servia, Poland, Rumania and Czecho-Slovakia.

Expect Document To Give Specific Promise Of Japan

(*Reuter's Agency War Service*)

Paris, April 30.—There are indications that the Japanese have prepared a document for presentation to the Big Three this morning which gives a specific promise to restore Kiaochow to China. If the decision favors Japan at the expense of China, suit will be brought for redress before the newly formed League of Nations, with the famous 14 points summoned as witnesses as well as the 21 demands.

The Council of Three today discussed the question of Kiaochow. It is likely that a solution will be adopted by which Germany will be made to renounce her rights to Shantung in favor of Japan, who will then negotiate a settlement with China after communicating to the Allies the basis of the arrangement proposed.

Basis Of Protest

Paris, May 24.—The transfer of Shantung to Japan has raised a protest from the Chinese peace delegation which states that Shantung is China's Holy Land and the cradle of Chinese civilisation, and that the virtual substitution of Japan for Germany means that Japan will have a hold on three trunk lines issuing from Peking, which becomes an enclave in Japanese influence. If the Council granted the claims of Japan for the purpose of saving the League of Nations China makes the sacrifice for the noble cause.

Sessions Of Council

Paris, April 23.—President Wilson, M. Clemenceau and Mr. Lloyd George have held two sessions almost entirely devoted to the question of Kiaochow this matter coming for the first time before the Conference. Japan demands the unconditional surrender of Kiaochow while China wishes to get it back direct from Germany. Baron Makino and China are firm in their demands, insisting that the matter should be settled before the arrival of the German plenipotentiaries. The Chinese delegation

states that the Lease Convention was abrogated owing to the declaration of war on Germany and therefore the Kiaochow concession should be returned to them. The Japanese delegation was heard at the morning session and the Chinese at the afternoon. No decision was taken.

Was At Deadlock

Paris, April 24.—Little progress has been made by the Council of Three in solving the question of the Shantung Peninsula. The present situation is a complete deadlock between the Chinese and Japanese claims. Japan does not seem inclined to envisage the arrival of the Germans at Versailles and the presentation to them of the Treaty of Peace until the Peace Conference has definitely accepted the Japanese principle that all the German rights in Shantung are finally vested in Japan.

(From Our Own Correspondent)

Chang Chung-hsiang Better

Peking, May 8.—Chang Chung-hsiang was getting along well at the Japanese Hospital in the San Tiao Hutung today and the physician in charge of his case stated that he was now definitely out of danger. Chang is able to eat light food again and will sit up in a day or two. He is reported to have been much amused over the rumor of his death and to have said to a friend who went to visit him: "I died at 11 o'clock on Monday morning, but otherwise, as you see, I am quite all right."

Tsao Ju-lin is reported to be at the same hospital with Chang to obtain treatment for his nerves, which have undergone a serious shock during the past four days.

C. M.

Students Restive

The students at the Government University were restive last night, partly as a result of the impossibility of holding a large popular demonstration yesterday afternoon and partly because they feared that Tsao Ju-lin and his friends were going to take revenge upon them for Sunday. Their unrest was not lessened by the fact that one of their number, Kuo-Ching-kuang, had died during the day from wounds inflicted upon him by the police while he was in Tsao's house on Sunday, while a second comrade had gone mad brooding over China's lost cause at Paris.

Half of the students refused to go to bed and paraded the university courtyards until late at night, when Chancellor Tsai Yuan-pei was able to arrange for the arrival of 200 policemen to guard the university entrances. This eased the minds of the students, who went to bed and attended all classes as usual this morning.

Form 'Salvation Army'

A "Salvation Army" has now been organised by the Government University undergraduates, the men being divided into units of ten, one hundred and one thousand. Each group of ten has its leader, while ten squads of ten men each form a company under a captain. Ten companies make a regiment, and the various regiments, joined with those which the other Peking schools are expected to form, will compose the Students' Salvation Army.

The men in this army are pledged to refrain from buying Japanese goods, using Japanese banknotes or depositing funds in Japanese banks and from having any dealings, either business or personal, with the Japanese. Each student who joins the army agrees to subscribe at lest twenty cents a month towards the common fund and to assist the cause of the army and of his country to the best of his ability. Squad commanders hand identification cards summarising these pledges to all recruits and have the power to punish them if they fail to carry out what they have promised.

Students Of Changchow Hold Demonstrations

Changchow, Kiangsu, May 9.—For the past two days the students of the city have been holding various demonstrations to show their indignation at the turn in their nation's fortunes. Boy Scouts from the various schools have torn down and covered up all the Japanese advertisements that have been posted in the city. Today a proclamation from the Magistrate called attention to the anniversary of the great humiliation, and all through the day schools of all grades and sizes from the large government middle school to a tiny private school from a village outside the walls have paraded the street. Even now the demonstrations are not at an end and it is well into the night. It was interesting to see how the decorations and banners of the sort used in all the cities at this time show the progressive part of the city. Perfect order has prevailed.

Children's Refuge Report

The needs of the Children's Refuge on Brennan Road are set forth in the report for 1918, which was issued yesterday. One of the striking features of the report is the story of the making of garments for the destitute children of Siberia last winter. When the children of the refuge heard of the situation they volunteered to give their labor freely and turned out a large number of garments at their own sacrifice.

The report also tells how girls who have been brought up in the Refuge have been married happily and given a proper start in life. The year on the whole was a successful one.

Three forms of subscriptions are needed to maintain the work for the ensuing year: annual subscriptions of $5, or $15 for maintenance of the Refuge for one day, or $40 for the maintenance of one girl for twelve months.

CHINESE EDITOR CHARGED WITH INCITING TO MURDER

Notice Urging 'Doing Away With Tuchun' Is Read In Mixed Court

The prosecution concluded its evidence yesterday in the Mixed Court in the case brought by the police against the editor of the Republican Daily News, Mr. Yih Chu-chong, charged with the publication of an advertisement inciting others to murder General Chang Ching-yao, Tuchun of Hunan, and to incite the breach of the peace. Two Chinese interpretors attached to the central station and the general investigation department of the Municipal police were called as witnesses by Mr. G. H. Wright, counsel for the police. The case was adjourned till next Saturday. Decision was reserved on the application of Mr. Wright for an order to restrain the defendant from continuing the publication of the advertisement, which has been appearing daily since the police instituted its prosecution. The case was heard before Japanese Assessor Hayashide and Magistrate Tsang.

In opening the case for the prosecution, Mr. Wright stated that the paper edited by the defendant is an organ of the Southern party. On a certain date the defendant published an article which started out by saying: "Quickly do away with Chang Ching-yao." In another part of the article, it says that "Hunanese in Shanghai swear to arrange for adequate measures to deal with those who do not discuss the removal of Chang Ching-yao." Counsel contended that the phrase "do away with" means to kill and on this the first charge was made. The second passage, he said, would be understood by ordinary readers to mean that some violent measures would be taken against Chang and those who do not advocate his removal. Mr. Wright contended that the expressions were capable of these meanings and he would call two interpreters to prove his case.

Yu Ping-yoong, interpreter attached to the central station, testified that he had made the translation on his own initiative, because it was his duty to translate all important articles from the Chinese press daily. The Chinese character "chu" in this article, he believed, should be translated "to do away with" and it inferred the meaning of killing. The word does not mean alone to remove from office. If removal is meant, another expression, "mien chi" should be used. Witness said that since the paper is incapable of killing, it sought out this way to kill the official. Cross-examined by Mr. John Hays, counsel for defense, witness said that he was educated at the Shanghai Baptist College and had had over two years' experience in translation. The other witness, Zia Beh-teh, was then called and said that he agreed with the translation.

Mr. Hays then intimated that he would introduce a translation of the article in question made by Vice-consul A. G. Major of the British Consulate-General as official translator of the Consulate-General and the translation would differ materially from that made by the police interpreters. Mr. Wright objected and Mr. Hays asked for an adjournment in order to have the presence of Mr. Major in Court.

Mr. Wright said that he objected to the adjournment as the case had already been postponed twice. However, he said, if the Court would grant an adjournment, he moved that the defendant should be ordered to suspend the publication of the article in question at once. The Court ruled that it would decide on this point at the next hearing.

SUIT OVER GOAT SKINS BROUGHT TO CONCLUSION

Action Instituted By Belgian Trading Co. Against Mac-Kenzie And Co. Withdrawn

At an adjourned hearing in the British Supreme Court before Judge Sir Havilland de Sausmarez yesterday an action at law instituted by the Belgian Trading Company against Messrs. Mackenzie and Company involving 156 packages of Szechuen goat skins (502 piculs) was concluded when Mr. E. W. Godfrey, counsel for the plaintiff company, withdrew the suit. Mr. R. E. S. Gregson, representing the defendant company, applied for costs.

The action was based on the allegation that the goat skins had been deposited with the Mackenzie company on April 3 last for the purpose of packing and that the Mackenzie company had refused to return them.

While the hearing was in progress Mr. Reader Harris, representing Messrs. Huber and Company, sought to intervene and have his clients added as parties to the action on the ground that a portion of the skins were the property of Messrs. Huber and Company. After this motion had been offered it was disclosed that a settlement had been effected with the Huber company and no action was taken upon it.

Mirovitch's Farewell

A farewell program of Beethoven, Chopin and Liszt will be given at the Lyceum Theater next Thursday evening by Mr. Alfred Mirovitch, popular Russian artist whose concerts with Mr. Piastro have given delight to several Shanghai audiences during the past season. The program will begin at 9:15 o'clock and booking is now open at Moutrie's.

Dr. Settlemyer Dies In California Hospital

Missionary Was Professor Of History And Politics In Nanking University

Dr. Charles S. Settlemyer, a missionary of the Christian church, who closed a long period of service in China last September when he went back to America on sick leave with Mrs. Settlemyer and their three children, died on April 3 after a futile battle against an attack of sprue at the Loma Linda sanitarium in Hollywood, California.

Dr. Settlemyer was 40 years old and was born in Des Moines, Iowa. He came to China as a missionary in 1902 and up to the time of his departure for America was professor of history and politics in Nanking University. Mr. Settlemyer, who was formerly Miss Bertha Kurz of Cleveland, Ohio, came to China as a missionary in 1910 and became a teacher in the Girls' School at Nanking. Mrs. Settlemyer and the three children now live in Hollywood.

FIRE ON WUCHANG ROAD

One genuine call and one false alarm occupied the Fire Brigade Friday night. At 10:20 p.m. a station call was received directing attention to East Yuhang and Dixwell Roads, where, upon arrival, the firemen found that dense quantities of smoke from the In Chang Ironworks had inspired the alarm. About an hour later the Hongkew Division and a section from Central Station responded to a call to No. F-739 Woochang Road where a dwelling house was found well alight on the first floor. Owing to the upper part of the premises being used as a small storeroom for brushwood and as drying stages were built overhead there was danger of the blaze becoming a serious one, but quick work by the Brigade held the flames confined and it was possible to send part of the equipment back to Central after 20 minutes. The upper part of the premises at F-397 were badly damaged, No. 740 was slightly damaged and No. 738 was practically untouched.

W.C.T.U. MEMBERS HEAR TALKS ON TEMPERANCE

Dr. Hiltner And Major Home Address Large Gathering On Organisation's Anniversary

The Shanghai Women's Christian Temperance Union held an at home yesterday—the fourth anniversary of the organisation's founding—at the home of Mr. L. E. Canning, 197 Bubbling Well Road.

There was an attendance of nearly one hundred, who heard two interesting and instructive addresses by Dr. Walter Hiltner, recently returned from Red Cross work in Siberia, and Major N. E. Home, in medical charge of the steamer Urania and formerly engaged in medical work with the British navy and army. The "at home," owing to the inclemency of the weather, was held indoors, instead of on the lawn as had been planned.

Both of the principal speakers discoursed on the subject of alcohol and the war. Dr. Hiltner in his remarks referred to the fight for prohibition in America and emphasised the change in the attitude of the medical profession toward prohibition. He told of what had been done by the United States army to prevent drinking and alluded especially to the requirements of the aviation corps, where total abstinence was practically imperative.

Major Home endorsed Dr. Hiltner's points, especially in connection with temperance and aviation, and gave several instances in which accidents had been traced directly to the aviator's drinking before going on flight. He also recounted some of his experiences while a fleet surgeon in the British navy and, afterward, while with the British army. He stated in the course of his talk that in his opinion the success of Sinn Fein in the recent general elections in Ireland was due to the women's vote, stating that under Sinn Fein—"all for all"—the women found that they received a greater part of their husbands' wages, the men being a great deal more temperate. He quoted the instances of British Columbia and Seattle and Tacoma as showing the advantages of prohibition and also maintained that civic police costs had been found to fall greatly in prohibition cities owing to the decrease in crime.

The local part of the function was in care of Miss White. Miss Olive, of Soochow, gave three excellent solos and Miss Woodberry a violin solo, while the girls of Beulah Academy rendered a chorus number.

PAY BY CHECK

$1 opens a Savings Account
$100 opens a Checking Account

CURRENT ACCOUNTS
TAELS
MEX. DOLLARS

SAVINGS ACCOUNTS
TAELS
MEX. DOLLARS
AMERICAN GOLD

FIXED DEPOSITS
TAELS
MEX. DOLLARS
AMERICAN GOLD

RESIDENCES OF SOME OF OUR DEPOSITORS

Anking, Canton, Changsha, Changteho, Chenchow, Chungking, Chaling, Chengtu, Chao Hsien, Changli, Chow Kai Kow, Changchow, Chefoo, Chentow, Chinkiang, Chungfu, Foochow, Fuklen, Haichow, Hangchow, Hwanghsien, Hinghwa, Hankow, Huichow, Juchow, Juning, Kwaikingfu, Kachek, Kerming, Kiangsi, Kweichowfu, Kashing, Kiaochow, Kiangyin, Kaifeng, Kuling, Kioshan, Kiukiang, Kwangpinghsien Kweiyang, Kiuliwa, Liaochow, Liling, Luchowfu, Luho, Lingtienkang, Loting, Mohei, Mintsing, Manila, Mienchih, Mokanshan, Minghow, Nanking, Nantungchow, Nanchang, Nanlinghsien, Ng Sauh, Ningpo, Peking, Pakhoi, Pootung, Pukow, Shanghai, Soochow, Sutsien, Shanhaikwan, Swatow, Siangtan, Shenchowfu, Suining, She Ki Chen, Siccawei, Shenchow, Shaowu, Shaohsing, Shekiung, Sling, San Yuan Hsien, Sungkiang, Taianfu, Taifeng, Tsingkiangpu, Tenchow, Tientsin, Tungchow, Tunjeh, Tatung, Taikuhsien, Tsinan, Wuhu, Wenchow, Wanchih, Wuchang, Woosung, Wusih, Yuhsien, Yu Yao, Yenping, Yangchow, Yeningkong, Yochow, Yenchang.

HOMELANDS OF SOME OF OUR DEPOSITORS:

America, Australia, Belgium, Canada, China, Denmark, England, Finland, France, Greece, Holland, India, Ireland, Italy, Japan, Jerusalem, Norway, Persia, Poland, Portugal, Roumania, Russia, Scotland, Siberia, Spain, Straits Settlements, Sweden, Switzerland, Wales.

The American-Oriental Banking Corporation
16, NANKING ROAD, SHANGHAI.

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Chemical Plants Sundry Lines

SHANTUNG SUFFERING FROM SEVERE DROUTH

People In Pingtu District Threatened With Famine Unless Rain Comes

(*China Press Correspondence*)

Pingtu, Shantung, May 6.—This section is suffering terribly from a great drouth. There has been no rain since last Fall. The snowfall during the Winter was almost nothing, so that the wheat is drying up, in fact it has hardly grown this Spring at all. The temple bells are ringing day and night with the prayers of the priests and people for rain.

The official spent three days in the city temple kneeling before the idols in prayer for rain, waited three days, and then kneeled for three days more. He now waits three more days and kneels one more and quits. If the gods won't give him rain for all that kneeling then he will give it up as a hopeless task. He has ordered the South city gate closed now for two weeks so as to keep the evil spirits out of the city, while he is trying to propitiate the gods. So far it has brought no rain however, although one day while the official was kneeling, it tried hard to do so.

The people are wondering what they are going to do for food if rain doesn't come quickly. It is affecting business as people are afraid to buy things because of the scarcity of grain.

The Annual Association of Baptist Churuches of this county is meeting with the City church today and for the next two days. Delegates from all the churches here and visitors from surrounding places are gathering for the occasion.

Much interest is being displayed in this section concerning the disposition of Tsingtau. While no definite action has been taken by any local body, they are all very anxious that Japan shall be kept out of Shantung. Being here close to Tsingtau, the people of this section are vitally interested. All the shops of this section do their buying from the Tsingtau stores, and all business relations with the outside world are carried on through Tsingtau firms. The people do not trust Japanese goods. When anything has the mark "Made in Japan" on it they immediately brand the goods as no-account. The Japanese have ruined a great market for their goods by flooding this market with cheap, shoddy merchandise. This presents a fine business opportunity for the Western world to take advantage of the poor reputation Japan has made with her goods.

Wedding

Engstrom-Anderson

Mr. Thomas J. Engstrom ond Miss Mabel M. Anderson were married at the Cathedral yesterday afternoon in the presence of a very large number of friends. The ceremony was performed by Dean Walker and was witnessed by Vice-Consul Taylor of the American Consulate General. Members of the American Co., S.V.C., of which the groom is a member were also in attendance in uniform and the church was prettily decorated for the occasion.

The bride wore a charming gown of white silk and was given away by Capt. W. I. Eisler, Miss Edna Turner was bridesmaid and the groom was attended by Mr. R. F. Hall. A reception at 338 Avenue Joffre followed the wedding, attended by a large number of friends of the young couple.

Mr. and Mrs. Engstrom will spend their honeymoon on a houseboat trip to the Tahu Lukes.

Hendry-Sutcliffe

Huchow, May 8.—The wedding of Lieut. John L. Hendry, Jr. and Miss Lutie Sutcliffe of San Antonio, Texas, took place in the Methodist church of this city this evening at 7 o'clock, the father of the groom, the Rev. J. L. Hendry, officiating.

The foreign community was present as well as a large number of Chinese, many of them friends of Lieut. Hendry from boyhood. Elizabeth, Jean and Louise Manget and Beatrice Estes served as flower girls. The wedding march was played by Mrs. E. Pilley. The bride was becomingly attired in a gown of white tulle and carried a bouquet of white carnations. The groom was in uniform.

After the service at the church the foreigners were invited to the home of the groom's parents where refreshments were served. At 9 o'clock the newly wedded couple left for Mokanshan.

Lieut. Hendry left a position with Andersen, Meyer, and Co. to join the British Expeditionary Force in France, where he has served for the past two years with the Chinese Labor Corps. He is now returning to the same firm and will make his home in Honkew.

Armed Robbers Taken After Daylight Raid

Police Catch Two Of Quartet Following Daring Robbery In Elgin Road

Four armed robbers broke into 546 Elgin Road, the home of Mao Kung-yien and made away with over $2,000 worth of jewelry and money yesterday morning shortly after nine o'clock. Two were arrested by West Hongkew Police later in the day and several articles of the stolen property and two knives were found in their possession.

The robbers forced open the door and ransacked Mao's bedroom after tying his wife and a maid servant to chairs with rope. The two prisoners will be formally charged in the Mixed Court tomorrow morning.

Local Lancastrians To Honor R.A.M.C. Men

Association Will Hold Dinner And Smoking Concert Wednesday In Honor Of Visitors

A dinner and smoking concert will be given by the Association of Lancastrians in China for the entertainment of the Royal Army Medical Corps contingent on the steamer Nouralia at the Shanghai Race Club next Wednesday evening at 8 o'clock. Members of the club are requested to notify the honorary secretary of the association, Mr. V Grundy, 63 Szechuen Road, if they desire to attend.

The Race Club stewards have placed the club building at the disposal of the organisation and it is expected that a large number of members will take this opportunity of meeting the men of the contingent, who come mostly from Lancashire.

British Chamber Of Commerce Journal

The British Chamber of Commerce Journal, which made its first public appearance yesterday, is a more ambitious publication than had been looked for. It is a magazine of considerable proportions, gotten up with all the finish of a home trade journal. And it is replete with valuable information, more so probably than any similar magazine ever published in the Far East. There is, for instance, an "inside story" of the liquidation of the German bank. There is, of equal interest, a discussion of the chances of a British trade boom, with special reference to China. An article on "Business by Aeroplane and Flying Boat" is a valuable compendium of facts on a new commercial phenomenon. Market reports, commercial notes, trade and financial charts, personal notes and miscellanea of value to business men make up the rest of an issue for which congratulation is due.

Obituary

Mrs. E. J. Bourne

Funeral services for Mrs. E. J. Bourne, who met her death by leaping from the verandah of Shepherd's Cafe Thursday, took place yesterday at the Bubbling Well Cemetery. The Rev. A. J. Walker officiated both in the chapel and at the graveside. The bier was carried to the burial place by Messrs. L. M. Beyaugh, Allen, A. J. Clements, Farbridge, A. Nazer and Palmer.

A large number of beautiful floral tributes were sent, including those from Mr. and Mrs. W. G. Buchanan, Mr. and Mrs. Jas. Tippin, Mr. and Mrs. C. E. Shepherd, Mr. and Mrs. F. A. Hainsch of Tientsin, Mr. and Mrs. H. E. Almond of Tsintsin, Mr. and Mrs. F. W. Rawsthorne, Mr. and Mrs. C. Pearson Grant, Georges Heusser, J. A. Noakes and A. Lester of Hankow, William B. Lunt, Gande, E. Walduck of Tientsin, Mrs. Bryson, N. A. Anderson, W. B. A. Wilks and Madge, Mrs. Tweedie, "V. W.," "Lily and Bert," "Dulcie," "Mother," "Husband," "Sid," "Pate, Didi and Baby Shellor."

AMERICAN WOMAN'S CLUB TO GIVE CONCERT DANCE

Double Affair At Carlton On Wednesday To Aid Club's Piano Fund

A concert dance will be given at the Carlton Cafe next Wednesday by the Music Department of the American Woman's Club, the proceeds to go to a Club piano fund.

The affair will be under the patronage of Mrs. Lobingier, Mrs. Lunt, the Misses Jansen, Mrs. Wilson and Consul-General Sammons. The musical program will commence at 5 p.m. sharp, followed by dancing which begins at 5:45 p.m. There will be bridge tables upstairs for those who do not care to dance.

The floor committee consists of Mesdames Drake, Nichols, Lamond, Taylor, Webb and Ashley. Tickets for the concert dance are $1.

Following is the program for the musical hour:

1.—In an Old Fashioned Town ..... W. H. Squire
Mr. Haynes

2.—Solviegs Song ..... Greig
I Wept, Beloved, as I Dreamed ..... Georges Hue
Mrs. Ashton

3.—Un bel di vedroma (Madama Butterfly) ..... Puccini
Miss McConnell

4.—Songs .....
Mr. Maitland

5.—An Open Secret.....
R. Huntington Woodman
A Spirit Flower ...Campbell Tipton
Mrs. McMeekin

6.—Rolling Down to Rio (words by Kipling) ...Edward German.
Mr. Haynes

7.—Gavotte Violin and Piano ..... Carl Bohm.
The Misses Jansen.

Asia Bank Office Is Opened In Peking

Latest American Entrant Into Far Eastern Financial Field Has Branch In Capital

(*From Our Own Correspondent*)

Peking, May 7.—The Peking branch of the Asia Banking Corporation opened its doors today, when Mr. J. H. Wickers, who has been in charge of this bank's openings at Hankow and Tientsin, Mr. Crawford M. Bishop and Mr. F. S. Chien, the compradore of the local office, were at home to Peking's leading Chinese and foreign officials, business men and newspaper men.

The new quarters of the Asia Banking Corporation are located in the ground floor of the Culty Chambers, just off Legation Street and opposite the former German bank. They were at one time occupied by the Peking Syndicate, but were vacated by that company when it decided to move into a larger building in the Chinese city. The quarters are well situated for banking purposes and are large enough to meet the Asia Corporation's present requirements, while everything possible has been done to fit them out appropriately for banking purposes.

Today's reception was well attended, several members of the staff of the American Legation and practically all of the American bankers and business men being present. In addition to those just mentioned were representatives from all the foreign and Chinese banks in Peking officials from various of the Allied legations and business men and journalists of all nationalities, including many Chinese. The American Marine Band played in the anteroom throughout the reception.

New Brevities

Mr. T. Harborne, British Postmaster, desires to acknowledge with thanks the receipt of books, magazines, etc., for British Forces from Mesdames D. S. Barclay, H. H. Girardet, Eldridge, Carle, A. R. J. Wearne, Messrs Butterfield and Swire, A. Lafuente, R. Grimshaw, H. A. Atkinson, H. C. Gibson; A. R. C. Newburgh, P. Lessner, P. M. Scott, H. Forrester, T. W. Shearstone, Morris J. Weiss, W. G. Pratt, Hankow Club Library, "H. A. C." "A Friend" and "Anon."

* * *

Lloyd's Weekly makes its second appearance today. The main features of Lloyd's Weekly are the editorial notes, Letter Bag, a chat with Russian officers who spent four years in Germany; a British officer's stories of the Chinese coolies in France.

* * *

The Shanghai Horticultural Society will hold its Spring flower show in the Town Hall on May 21 and 22.

* * *

One hundred and fifty pounds of opium was discovered by the Customs authorities Thursday on the Russian steamer Simbirsk. The drug was wrapped up in old clothes and found in one of the boilers.

EARLY MORNING FATIGUE

When you awake in the morning feeling tired out, feeling worse, in fact, than when you went to bed, you are confronted with one of the characteristic symptoms of neurasthenia. It is due to the run-down condition of your nerves that rest does not bring renewed strength and sleep refresh the tired brain. Overwork and worry are the most frequent causes of this condition. Neurasthenia is the name given to this common form of nervous debility in which the power to recuperate is gone.

Your blood can be built up so that it will increase the supply of needed elements to the wasted nerves, and this is the only way that the nerves can be reached. Dr. Williams' pink pills are a tonic that especially builds up the nerves because they supply to the blood the elements that the nerves need. Many nervous disorders, sometimes chronic ones, have yielded to this tonic treatment with Dr. Williams' pink pills when other methods failed to give relief. They are certainly worth a trial.

You can begin today, for Dr. Williams' pink pills for pale people are sold by medicine dealers everywhere. They are also obtainable direct from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, one bottle for $1.50, six for $8.00, post free. A very useful little book on Nervous Disorders will be sent free to any reader in response to a postcard request directed to the above address.

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Ellwood's
SUN
HELMETS

Panama Hat Company's
WASHABLE PANAMAS

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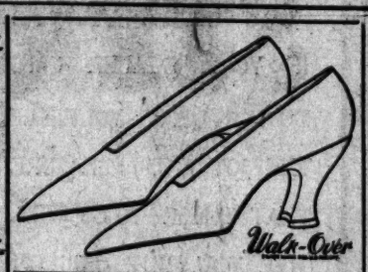
WHITE FELT TENNIS HATS

Ayre's & Smith's
SUMMER TWEED CAPS

5 % DISCOUNT FOR CASH

WEEKS & CO., LTD.

Walk-Over
TRADE MARK REG. U.S. PAT. OFF.
SHOES



NOTICE OUR WINDOWS

They are just full of reasons why your Spring and Summer Shoes should be WALK-OVERS.

The variety of styles and patterns in Whites, Tans or Blacks are bound to please.

We ask no more of any person than the opportunity of fitting and selling him his first pair of WALK-OVER shoes.

When once worn they give satisfaction and pleasure to the wearer.

WALK-OVER styles are correct—fitting qualities perfect—materials the finest selected—workmanship the best.

Facts are worth proving and the proof is very simple.

May we present it to you?

MILK
NESTLE'S
FOOD

When Summer diarrhoea and intestinal derangements are prevalent, Nestle's Food is often the only food which the stomach will retain.

Sold by all Druggists & Stores.

O.V.B.
OREGON VERY BEST

LOGANBERRY JUICE
Serve it for Luncheon, Dinner or Dance

Gande, Price Co., Agents

WALK-OVER SHOE STORE
"THE STORE AHEAD"
24 NANKING ROAD

Try our expert mail order service

WING ON'S SPECIAL SALE

SPECIAL SELECTION FROM OUR MEN'S OUTFITTING DEPARTMENT

If your wardrobe needs it, get busy among our 90 cents to **$1.50** range of **WASHABLE TIES.** Very smart and serviceable.

The well known B. V. D.

Union Suits - - - - - - - - - - **$2.40** suit
Vests - - - - - - - - - - - - **$1.20** „
Drawers - - - - - - - - - - - **$1.20** „

SPEAK FOR THEMSELVES

Also Knitted Union Suits at **$3.15** Special line.

CREPE PYJAMAS - - - - - - - **$1.75** per suit
"SLEEPTITE" - - - - - - - - - **$2.40** and **$2.90**

21 DAYS' SALE 17 DAYS' MORE

The "HENDAN" Shirt

White Mercerised **$2.00, $2.70**
Fancy Stripes **$1.50, $4.00**

The "WINGON"

A high-quality shirt made by our own special tailors; summer-weight crepe **$3.15.** ASK FOR IT!

TENNIS SHIRTS
"TRINITY"
and
"HENDANS"
sacrificed at **$2.40**

We are having a chaotic time in the HAT Section. LOOK AT THE OFFERINGS!

STRAWS! 75 cents to $3.60. Just try one on!

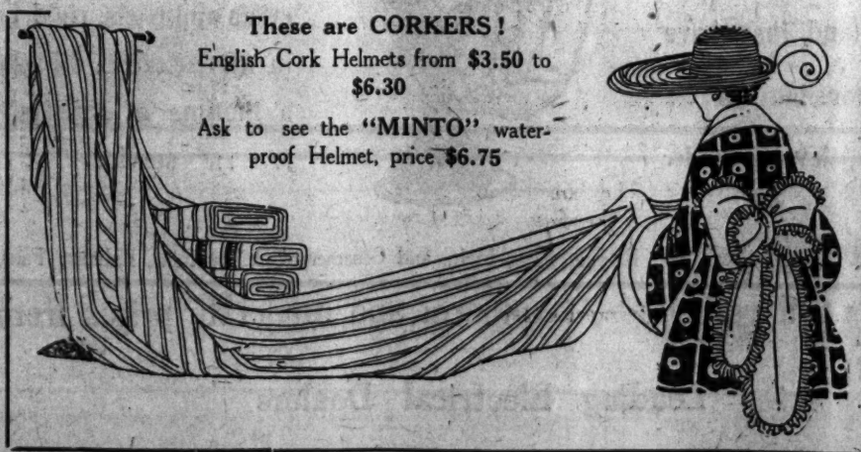
For the Smart! A very Stylish Permanent-Shaped American GENUINE PANAMA (tourist style) for **$15.75.**

Other styles **$22.50** and lower grades.

These are CORKERS!

English Cork Helmets from **$3.50** to **$6.30**

Ask to see the **"MINTO"** waterproof Helmet, price **$6.75**



LADIES! If you will look over our beautiful SALE display of EMBROIDERED VOILES (flouncing or double width) PLAIN and FLORAL VOILES, ORGANDIE, MUSLINS, PIQUE, and other tit-bits in the Piece Goods Department, and note the special sale prices, you should have no difficulty in making your SUMMER selection HERE!

Do you know, Ladies, that we are practically *giving away* BLOUSES in the Ladies' Section? It's a fact!

Charming NETS and VOILE BLOUSES are being sold at prices 50% below their value. Ask your friend who bought one.

ONLY A LIMITED QUANTITY LEFT.

VERY ATTRACTIVE ASSORTMENTS OF LADIES'
and
CHILDREN'S SAILOR JUMPERS ALSO SACRIFICED

JUST A GLANCE IN OUR SHOE DEPARTMENT!

The "BAYSIDE" Tennis Shoe

Ladies' - - - **$2.00** pair | Gent's - - - **$2.25** pair

Leather Soled Canvas Shoe

Ladies' - - **$3.15** to **$6.15** | Gent's - - **$3.55** to **$5.85**

Gent's White BUCK Oxford $8.55

Very neat and serviceable line of **PHOENIX** Ladies' Hose at **$1.50**

THE WING ON CO. (Shanghai), LTD.

Nanking and Chekiang Roads

Historic Conflict At Paris Centered On Bolshevism

Wilson Sternly Set Face Against Military Measures To Fight Its Spread In Russia, Hungary And All Eastern Europe

THE following story, although belated now that the peace treaty is completed, is yet of value in throwing light on the dramatic struggle that preceded and underlay its completion and the reason for its long delay. The struggle turned, of course, on the concrete issue of how to deal with Bolshevism but, even under that, on the two conflicting principles to be applied to peace—force or conciliation. Wilson and those who saw with him rigidly opposed military action in Russia. Clemenceau and those who saw with him regarded military action as the only preventive measure to save organised Europe from being overthrown. The New York Tribune, whose correspondent is the author of the article—the same Frederick Moore who was Associated Press correspondent for some years in Peking—printed the article on April 1 with the following introduction:

The cable message hereunder, from The Tribune's correspondent at Paris, describes not merely an impasse in the work of the Peace Conference, but a crisis in the world's affairs.

The all-powerful secret Council of Four (Wilson, Lloyd George, Clemenceau and Orlando) has divided on the subject of Bolshevism.

Mr. Wilson appears to have set his face sternly against further military measures on any account. The British seem inclined to support him in that position. The French, on the other hand, think Lenine must be met with force, and are evidently about resolved, if necessary, to proceed alone. Two of their regiments, however, are said to have refused to fight Bolshevism on its own soil.

All of which brings light to bear on the rumors that the American and British governments think of recognising the Russian Bolshevist regime.

By Frederick Moore

Paris, March 30.—It is undeniable that the great majority of Frenchmen consider the daily secret meetings of the Council of Four as a struggle in which the future of the world, and especially that of France, is at stake.

Renewed efforts are being made constantly by the French in the hope of persuading President Wilson to countenance military action against Bolshevism, but they are again being told definitely that America will not assist with men or money. In turn, renewed efforts are being made by the American delegates to persuade the French of the necessity for quickly lifting the blockade maintained against all enemy countries.

These conflicts of opinion as to how to deal with Bolshevism again have been brought into the foreground by the Hungarian action, and there are indications that Germany may adopt similar measures in an endeavor to avoid the penalties which the Allies intend imposing upon her.

Two Regiments Refuse To Attack Bolsheviki

Within recent weeks the French evidently have intended to proceed alone against Bolshevism, having sent several divisions to Odessa under the direction of d'Esperey, formerly the Salonika commander. But two regiments have refused to proceed against the Bolshevik forces, which has strengthened the Americans in their belief that their views are correct. That European armies are not in a mood for further fighting seems patent.

Thus it will be seen that the command of the situation, even though reduced to a Council of Four, is divided against itself on the all-important question involving Bolshevism. Meantime, the Japanese minister, Saionji, remains aloof, uninvited and willingly awaiting the determination of European problems with no effort to reenter the supreme council and discuss matters affecting the Far East and the Pacific.

Many Americans are exceedingly pessimistic over the situation, some going so far as to declare the enemy countries are on the verge of social upheavals which it is too late to avoid. But the French, despite their anxiety over general conditions, persist in the necessity for military action which they cannot undertake, even with Italy's support unless President Wilson or the British aid and abet the expedition. Briefly, their attitude is that the war is not won yet in spite of the fact that America is withdrawing her troops and monetary assistance.

Privately they are as sternly critical of President Wilson as the American delegation is of them. They consider that President Wilson has maneuvered them into the present position. They think it would be difficult to resume the conflict if that were necessary. Some of the highest French authorities declare the armistice came too soon and point to the error of accepting the fourteen points, which they did under Colonel House's pressure, misapprehending the attitude which Mr. Wilson intended to assume.

The problem of Bolshevism, in which both the immediate conclusion of peace as well as the future of Europe are so intimately involved, can best be presented by explaining the attitude which each delegation in Paris maintains toward it.

'Watchful Waiting' Is Wilson's Policy

The American position it one of watchful waiting, with a tendency, it is believed, on the part of the President to come to terms with Lenine and Trotsky as soon as public opinion will permit recognising them as the de facto Russian government. The President has maps showing the vast territory the Bolsheviki now control. His military advisers tell him the French project of a military barrier from the Baltic to the Black Set is impracticable because Bolshevism, like cholera, cannot be withstood by military trenches.

His political advisers frequently give him alarming reports of prospective revolutions, some including Britain, France and Italy in their predictions. The President has always stood for a policy of letting Russia alone, even at the crisis of the war, and he still persists in it. His supporters use such events as the Budapest developments to bolster his contentions that a reorganisation of industries and communication throughout Central Europe is imperative in order to prevent the spread of Bolshevism and insure any reparation.

The French, who are the most determined opponents of Mr. Wilson's policies, are not alarmed about Bolshevism to the same extent as the Americans and, although they have already made various concessions to Mr. Wilson's views, they continue to insist that the French defense shall be adequately secured before the removal from Germany of the important weapon of blockade, especially in view of the fact that the future military occupation of Germany may be difficult because the American Administration might object or refuse to participate. Mr. Wilson's position being on every issue against further military measures and in favor of conciliation.

Conciliation Idea Spurned By France

To the French mind conciliation with either the Germans or the Bolsheviki is nonsense, and the French foresee how the present inaction may necessitate costlier effort months or years hence against the probable union of the Bolshevik and German forces.

The Italians here see the issue in much the same light as the French, and among the French and various Russian anti-Bolshevik delegations in Paris a plan has been devised by military and political leaders to support the anti-Bolshevik governments in Russia with approximately 200,000 men, composed of 60,000 Servians, 60,000 Czecho-Slovaks, both being Slavs, and Russian prisoners now in Germany, augmented perhaps by a few French divisions, with French military experts. The entire force is to be armed and financed by the Allies. The French proposed to assume command, but to this the Russian anti-Bolsheviki strongly objected.

It is firmly believed by the Russians, French and Italians that such an army could easily overcome the Lenine mercenaries, despite their German drillmasters, and it is their contention that the view that most of the Russians within the lines of Bolshevik outposts are Bolshevik supporters is totally incorrect.

Both for moral and financial reasons it is important, if not essential, to have American support, or at any rate the British. But despite the fact that War Minister Churchill recently avocated the interventon, Lloyd George inclines to Mr. Wilson's view and has refused sanction of British military assistance or financial support to the proposed project.

St. John's University News Notes

Mr. Y. E. Sung, the registrar of the Middle School, was recently married to Miss Koyn, of the Morning Star Girls' School. A number of faculty members and students attended the feast.

The Klangsu Diocesan Synod was held at St. John's on Tuesday, May 6. All parishes were represented.

A half holiday was granted to the students to attend the mass meeting on the Public Recreation Grounds, West Gate, on May 7. In spite of the hot weather on that day, all students marched in uniform to the meeting.

The University Christian Association gave an entertainment for the members of the Diocesan Synod on the evening of May 7. The music and "movies" were much enjoyed by the guests.

FLOWER SHOW MAY 21-22

The Shanghai Horticultural Society's Spring flower show will be held in the Town Hall on Wednesday and Thursday, May 21 and 22, it is announced.

Admiral Sato Thanked By French Minister

(*Reuter's Agency War Service*)

Paris, April 29.—The Japanese Admiral Sato had an interview today with the French Minister of Marine, who thanked him for the valuable assistance afforded by the Japanese navy during the naval operations in the Mediterranean.

Sailed from Shanghai

For San Francisco
- Cadaretta ..... Apr. 13
- Tancred ..... Apr. 16
- Satanta ..... Apr. 17
- Astral ..... Apr. 18
- China ..... Apr. 25
- Ecuador ..... Apr. 27
- Tenyo Maru ..... May 10

For Tacoma
- Arabia Maru ..... Apr. 15
- Manila Maru ..... Apr. 19

For Seattle
- Suwa Maru ..... May 9

For Vancouver
- Monteagle ..... Apr. 11
- Bessie Dollar ..... Apr. 18
- Melville Dollar ..... Apr. 24
- Empress of Russia ..... May 10

For New York Via Panama
- Lowther Castle ..... Apr. 19

For London, etc.
- Cardiganshire ..... Apr. 13
- Iyo Maru ..... Apr. 14
- City of Bristol ..... Apr. 15
- Laomedon ..... Apr. 17
- Bassano ..... Apr. 18
- Carnarvonshire ..... Apr. 19
- Chifuku Maru ..... Apr. 24
- Somedone Maru ..... Apr. 26
- Nellore ..... Apr. 25
- Atsuta Maru ..... Apr. 29
- Peleus ..... May 3
- Glengyle ..... May 4
- Carmarthenshire ..... May 10

For Liverpool
- Pakling ..... Apr. 14
- Telamon ..... Apr. 17

For Marseilles
- Lisson Maru ..... Apr. 13
- Paul Lecat ..... May 10

For Odessa
- Mylie ..... Apr. 24

For Bombay
- Dunera ..... Apr. 10
- Toyo Maru 2 ..... Apr. 20
- Hejaz ..... Apr. 26

For Java
- Tjiliwong ..... May 9

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- Balestrand ..... Apr. 13

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- Hwahting ..... Apr. 9

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SILK, PONGEES, ETC.

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MONTREAL TO LIVERPOOL

7 Days "MELITA" and "MINNEDOSA" 7 Days
25,000 Tons

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ROYAL WORCESTER CORSETS

We have just received the latest styles of these renowned **CORSETS**, unequalled in style and finish. Models to suit all figures.

Here is presented an exquisite new corset modelled for wear now.

STYLE 578 average figure, low bust, elastic side section price **$6.50 pair**

Bon Ton CORSETS

BON TON CORSETS are leaders, and always look the part. Down to the smallest details, top quality is always maintained.

STYLE 871, as illustration, in Pink or White Fancy broche, 3" bust average figure. A beautifully gored model, with the fashionably low, full bust. Will give the wearer particularly stylish lines. Very long skirt, size 19 to 30. **$10.50 pair**

ROYAL WORCESTER CORSETS FOR MISSES, IN TWO STYLES.

Provision Department

Lemos Lemon Squash	0.60	per bot.
	6.50	„ doz.
Lime Juice Cordial	0.60	„ bot.
	6.50	„ doz.
Ice Cream Powder, Lemon, Vanilla, Raspberry and Strawberry	0.20	„ pkt.

Hall & Holtz, Ltd.
Telephone C. 42: Private Exchange to all Departments

Coolness-Comfort for a Lifetime

G-E FANS

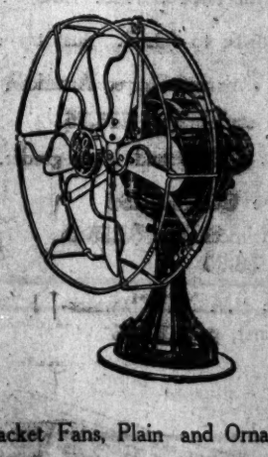
For Home, Office, and Shop

1919 STOCKS

G-E Fans will last a lifetime and are the most popular and widely sold electric fans in the world. This widespread use is based on

Quality

The first successful electric fan was made by the G-E Company, and they have been responsible for its principal developments.



Sturdiness of construction, perfect integrity of materials and parts, rigid care in manufacture, all assure a lifetime of satisfactory :: :: service. :: ::

Plain and Oscillating Desk and Bracket Fans, Plain and Ornamental Ceiling Fans, Exhaust Fans,

All sizes and voltages—At uniform and moderate prices from

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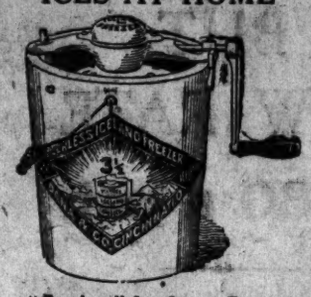
WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

FANS — FREEZERS — FILTERS

With the advent of these hot days comes the thoughts of the delicious cold drinks you are going to have—those cool ices—and the cool breezes. Here are the things you need to make summer days bearable, especially if you are out of Shanghai.

"ICES AT HOME"

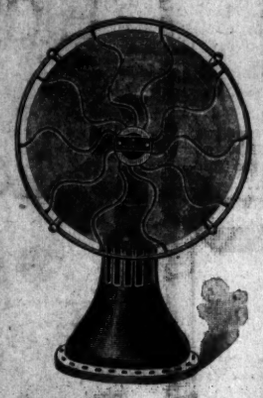


"Peerless" Ice Cream Freezers

Makes "Ices" to perfection Strong wood tubs, all inside metal parts heavily tinned.

Sizes: 4 qts.
Price **$8.50** each

Sizes: 7 8 10 qts.
Price **$10.50, 13.50 & 17.50** each

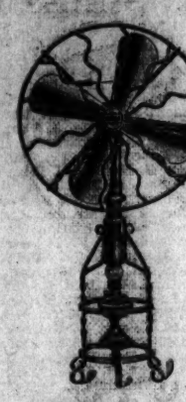


"HERE IS A BREEZY FAN"

LAKE BREEZE NON-ELECTRIC FANS
RUN QUIETLY ANYWHERE ON
KEROSENE OR ALCOHOL

Every home can be made happy and comfortable during the hot weather with LAKE BREEZE FAN. They are better than Electric Fans as they have a wider field of usefulness and are much more economical in operation

ESCAPE THE HEAT
GET A LAKE BREEZE FAN
AND KEEP COOL.



Model "A" Wonder Fans.

With Alcohol burner, costs ——
TWO CENTS PER HOUR TO RUN

Size 12 inch Blades speed 500 R.P.M.
Complete with Sundries ... ... Price $37.50

Size 16 inch Blades speed 450 R.P.M.
Complete with Sundries ... ... Price $47.50

Model "B" Whirlwind Fans.

With Kerosene burner costs ——
ONE CENT PER HOUR TO RUN

Size 16 inch Blades speed 400 R.P.M.
Complete with Sundries ... ... Price $47.50

Size 21 inch Blades speed 240 R.P.M.
Complete with Sundries ... ... Price $52.50

"YOUR OWN MINERAL WATER FACTORY"

Prana Sparklets Syphons. Don't order soda water, buy "Prana" Sparklets and make it at home, better and cheaper, pure and fresh.

Wire covered 2 pint Syphons
Price **$3.75** each

Sparklet Bulbs for Syphons
Price **$1.50** dozen

Soda Tabloids **35 cts.** bottle

TRIM UP THE LAWN

It's good exercise these fine evenings but use a

RANSOMES
FAMOUS
ENGLISH
MOWERS

"RANSOMES"

Famous "Anglo-Paris" Lawn mowers, the best in the world. British made six cutting steel blades, buil for extra heavy work on Lawns, Golf courses, etc.

Size 16 inches.
Price **$59.00**
Complete with grass box.

DOULTON, BRITAIN'S BEST FILTER

Doulton Germproof Filter

Recognised by all the Medical Profession as the most EFFICIENT FILTERS OBTAINABLE. These Filters are fitted with sterilizing tubes of one quality. No metal parts. Tubes are fixed to filter by an earthenware screw join.

Stoneware Filters

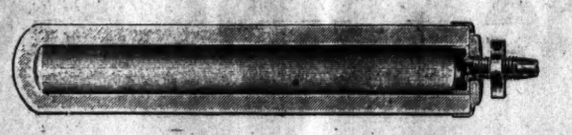
2 gallon .... Price **$18.50** each
9 " .... " **24.50** "

Blue Enamelled Filters

3 gallon .... Price **$24.50** each
4 " .... " **32.50** "

Nickel Pump Filters

For travelling, as illustration, complete with fitting in wood box.
Price **$28.50** each



"Doulton" Famous Filter Candles

Absolutely germproof, all sizes to fit, "Brownlow" or "Berkefeid" Filters.

Special Price **$2.75** each

TWO Good MOWERS

"COLDWELL"

Famous American Lawn mowers, 6 heavy steel blades and iron roller perfect in every detail, as used in th New York Parks. The right mower for large lawns.

Size 18 inches. Price $80.00
Size 20 inches. Price $85.00

Complete with grass boxes.

THE NEW COMPETITOR MOWER

THE NEW "COMPETITOR"

Lawn mower, strong and serviceable, will last for years. American make, 4 cutting blades complete with canvas grass box.

Size 16 inches
Price $24.50

RELIABLE AMERICAN MADE
"Arco" Refrigerators

Solid furniture ash case with plain panels. Nine walls of insultation to save ice, heavy tinned wire, rustless shelves, strong locks and hinges.

No. 60. Width 29 ins. Depth 17 ins. Height 42 ins. Capacity 50 lbs. Price **$70.00**

No. 64. Width 33 ins. Depth 19 ins. Height 46 ins. Capacity 95 lbs. Price **$85.00**

No. 66. Width 35 ins. Depth 20 ins. Height 45 ins. Capacity 120 lbs. Price **$95.00**

These differ slightly to picture

"ICY-HOT" FLASKS

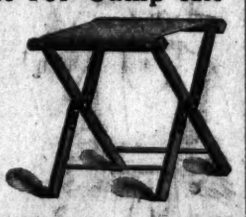
American "ICY-HOT" Vacuum Flasks Keep liquids hot or cold for 24 hours.

JAPANNED CASE
Sizes: 1 & 2 pt. Prices: $2.75 & 5.25 each
FLUTED NICKEL CASE
Sizes: 1 & 2 pt. Prices: $4.50 & 7.50 each
LEATHER COVERED CASE
Sizes: 1 & 2 pt. Prices: $7.50 & 10.50 each
EXTRA GLASS REFILLS
Sizes: 1 & 2 pt. Prices: $2.00 & 4.00 each
AMERICAN LEATHER SLINGS
For 1 or 2 pint flasks Price $2.75 each

LUNCH KIT

Black Japanned case with leather handle, containing 1 pt. flask and space for sandwiches.
Price **$5.50** each

We are Right for Camp Kit



Camp Stools

Similar to sketch, but with strong screws instead of metal supports at sides as illustration. Stand made of hardwood with strong canvas seat.
Size: Height 17 ins.
Width of seat 12½ ins.
Price $1.75

Camp Chairs Folding

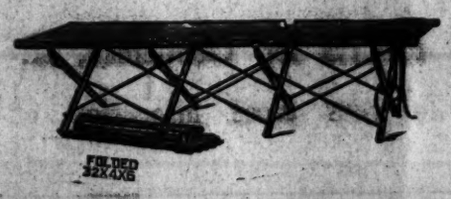
Stand made hardwood with canvas seat. Height to seat 16 ins. Price $2.25

The "Handy" Camp Cot

Vevy similar to illustration, but without pillow case, steel frame, covered strong canvas. Folds as illustration. Price **$12.50**

Iron Mosquito Fittings

Suitable for above camp Cot. Price **$3.00**



The "Baby" Refrigerators

OAK GRAINED GALVANIZED TANKS with shelves, packed with mineral wool, patent spring spigot with nickel farrule

No. 102. Size 19 by 13½ by 14 ins. Price **$12.50**

No. 103. Size 23 by 15 by 15 ins. Price **$15.00**

Garden Sets

large size 4 pieces, Hoe, Rake, Spade and Fork, all with long handles.
Price $8.50 set

SPECIAL SHOW ON THE FIRST FLOOR—MONDAY AND DURING THE WEEK

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

TERMS: CASH at time of purchase or on delivery of goods

Passengers Arrived

Per T.K.K. s.s. Tenyo Maru from Hongkong: Mr. and Mrs. E. Abraham, Mr. and Mrs. J. F. Broot, Mr. and Mrs. Chan Tong and infant, Mr. and Mrs. M. G. Franklin, Misses G. Garcia, V. Mackenzie, Ng, Yee, Mr. and Mrs. C. H. Hilbelt and daughter, Mr. and Mrs. Leung Kwai-tin, Mrs. L. I. Pereira, Mrs. M. Ramerios, Mrs. A. T. Souza and child, Mrs. M. A. Smith and 2 children, Mrs. S. Wall and infant, Messrs. R. D. Bunn, Chan Liu-chiu, Choy Sing-woon, H. Dilikyan, J. S. Fisher, W. H. Grandal, J. H. Green, James J. Gammon, Habih Salem, H. E. Joseland, Kwai-ho, Lam Po-chi, Liu Tai-wa, Liu Kum, F. P. Musso, E. R. Morgan, J. O. Ohler, D. Poli, R. P. Ramerios, J. H. Solomon, C. Sanders, R. C. Schuthers, F. J. Stilson, So Tsung-ye, So Yung-man, G. Troubnikoff, Tse Leng-yuk, Victoria Kwok, Wong Wing-tac, Wong Mo-hon, E. B. Wais, F. C. West, G. M. Weal, A. A. Yannun, A. W. Xavier; through passengers for Nagasaki: Messrs. S. Kishimoto, K. Kojima; for Kobe: Mr. and Mrs. J. Kogg, daughter and infant, Mr. and Mrs. D. A. Morgan, Dr. P. de Tavera, Messrs. R. Kunimatsu, E. Kunishima, T. Kurimoto, T. Yanagisawa; for Yokohama: Messrs. H. K. Laidlow, K. Oshiro, G. Valirano, Mrs. J. H. Tagart; for Honolulu: Mrs. F. M. Brooks and infant, Messrs. J. Cherniavsky, Leo. Cherniavsky, Alex. and M. Cherniavsky; for San Francisco: Mr. and Mrs. D. A. Airdt and 3 children, Mr. and Mrs. H. B. Borgerson, Mr. and Mrs. M. F. Buzardo, Dr. R. C. Bain, Rev. Campbell Gibson, Dr. A. de Carvalho, Mr. and Mrs. Delegado, Mrs. I. B. Elliott, Mr. and Mrs. G. Hemitt, Mr. and Mrs. H. D. Linklooa and 2 daughters, Mrs. M. Johnson, Mr. and Mrs. Wm. V. C. Kanffeldt, Mrs. F. Lambert and son, Mrs. F. W. Lee and daughter, Rev. and Mrs. T. T. Latta and 5 children, Rev. and Mrs. H. T. Marshall and 3 children, Lt. and Mrs. F. C. Millington, Misses D. Muller, M. B. Pannuds, Mrs. F. M. Sowers, Dr. D. Sangciangco, Mr. and Mrs. Van Daalen and 2 children, Messrs. R. A. Allen, R. E. O. Bird, H. Bevan, Chester Fritz, B. W. Cadwarllader, Cowan, Chem Tong, Dy Gac Sin, F. O. Doty, P. G. Elliott, A. Farbas, E. T. Fox, R. Fermandez, Foster Pegg, W. Goldenberg, A. C. Grilk, D. S. Hatch, C. S. Holdsworth, A. J. H. Hobson, F. B. Johnson, Chas Klinck, J. E. Letrondic, M. Litchanco, Lee Shew-goon, R. E. McCorb, W. M. Miller, W. S. Machead, L. McPherson, E. W. Maher, A. E. O'Sullwan, J. J. Ossorio, E. B. Pan, Pon Chu, Quan Gum, F. J. de Rome, P. M. Robinson, Shelton Birsel, Silberio Apostol, Harry C. Steele, C. C. Unson, A. Van Woekom, W. C. Wadleigh, G. G. Wood, C. H. White, A. Wishart, Thos. C. Welch, R. G. Winter, Yang Huan.

Per N.Y.K. s.s. Yamashiro Maru from Japan: Messrs. F. R. Still, F. Bellamy, A. Y. Long, E. Silva, P. Pinassean, L. Martin, W. G. Chan, D. Minning, C. Wusbord, Y. Langbord, H. Wusbord, A. Harrop, G. Harrop, K. Harrop, D. Warner, T. Tazaka, U. Shimua, K. Sakai, K. Shibata, K. Sasaki, Z. Nakada, T. Nakamun, R. Yee, R. Idzunri, T. Nohuchi, G. Toyoda. I. Yoneyama, R. Tamura, Ra, G. Hirao, H. Yoshii, Mesdames I. Klass, Nakada, M. Fukagawa, M. Shibata, Harrop, Misses Shibata, Abernathy, Brack.

Per I.-C. s.s. Luenho from Hankow: Mr. Harvey, Capt. Woodget, Mrs. King, Miss Aplets, Messrs. Weeks, Mariouw, Campbell, Mr. and Mrs. Weederhold.

Per C.M. s.s. Tungchow from Tientsin and ports: Messrs. Brand, Powell, Misses Brooks, Brun, 2 French soldiers.

Per C.M. s.s. Taishun from Ningpo: Miss Summerhill.

Per C.N. s.s. Sinkiang from Hongkong: Rev. Father F. W. Solien, Messrs. R. Hoves, G. Brain, H. Hardy, T. Slazaton.

Per C.M. s.s. Hsinfung from Lungkow: Mr. and Mrs. H. Sherman.

The C.P.O.S. s.s. Empress of Russia from Hongkong: Lt. H. R. Boone, Lt. G. W. and Mrs. Millett and infant, Mr. and Mrs. W. G. Scott, Mrs. T. B. Thomas, Mr. and Mrs. W. F. Aldrich, Misses M. G. Clark, M. Thoburn, W. Woo, Mr. and Mrs. G. Radie, Mr. and Mrs. A. Hailey and child, Mr. and Mrs. Chan Nam-kan and 2 children, Mrs. Kring and 2 children, Mr. and Mrs. Wong Zi, Mr. and Mrs. E. Lewis, Mrs. and Miss Ng, Mr. and Mrs. D. M. Nissen, Mr. and Mrs. Chee Wong, Mr. and Mrs. Young, Mrs. Peh, Mr. and Mrs. R. Dawson and 2 children, Messrs. C. A. MacDonough, F. W. Sutterle, J. Kingford, L. F. Ahle, W. N. Daub, R. M. Dyer, N. Dome, C. S. Gubby, R. A. Gubby, Sig. Mart, R. O. D. Hinckley, Henry Chin Kan, Ellis Kadoorie, E. H. Limsen, C. F. Lee, C. W. Martyr, Kee Sam, E. E. de Sherbinan, Sun Feng-sun, W. R. Thompson, A. W. and V. L. Woo, Wm. Wong, Yuk Hin Woo, Wong Shan-shek, W. H. Young, E. H. Limsen, Geo. Stell, J. M. Jamisen, R. E. Billilios; Saloon passengers in transit: Mr. and Mrs. Chas Aitken, Major Wm. Anderson, Mr. and Mrs. A. A. Adamson. Mrs. E. Burchfield, Mr. and Mrs. J. T. Knowles, Master G. and Miss F. Knowles, Mr. and Mrs. F. C. Laing and 4 children, Misses B. Hidalge, A. Drury, Y. Northcott, J. G. Paxton, J. Rogers, Robertson, L. Samders, Mrs. J. E. Schlesinger, Mrs. W. G. and Misses B. and E. Stevensen, Mrs. Barker and child, Mrs. C. C. Beeker, Mrs. Bowley and 2 children, Mr. and Mrs. and Miss Denisen, Mrs. G. P. de Martin, Sisters Marie de Loyela, M. de St. Redemptens, Mr. and Mrs. A. Faulds, Mr. and Mrs. H. P. Gedge, Mr. and Mrs. J. C. Parraway, Mr. and Mrs. F. L. Hallem, Mr. and Mrs. J. A. Hamilton and 3 children, Mrs. Dyer, Mr. and Mrs. J. H. Irvin, Mrs. A. D. Johnson, Dr. and Mrs. Oldt and 3 children, Mr. and Mrs. J. E. Ranger and 2 children, Mrs. S. Styffe, Major-General Sychoff, Capt. A. Semenchenco, Mr. and Mrs. W. Wright, Mrs. L. W. Wheeler, Mrs. K. H. Wilkinson, Mr. and Mrs. D. MacDonald, Mrs. Stevensen and child, Messrs. F. P. Tyndall, R. Tovey, T. R. Aelkirk, S. Barker, W. H. P. Breek, J. V. Cheater, T. F. Hugh, J. C. Hare, J. Jorgensen, J. U. Jefferies, T. Kring, M. L. Lautman, A. McIntyre, J. Nobles, R. Samuel, Geo. T. Watson.

Passengers Departed

Per M.M. s.s. Paul Lecat for Marseilles: H.E. and Mrs. J. B. de Freitas, Mrs. G. Ackermann, Misses C. Ackermann, S. and M. Labansat, J. Loisel, L. H. Regouby, A. L. Foing, L. R. Garnier, H. Brun, Mr. and Mrs. E. Labansat, Master C. Loisel, Mr. and Mrs. H. Loisel, Mr. and Mrs. G. Bourboulon and 4 children, Mr. and Mrs. P. Pellot, Mrs. R. Fano, nurse and 3 children, Mr. and Mrs. C. Paturel and 2 children, Mr. and Mrs. H. Lavorel and 4 children, Mrs. H. Pacot and infant, Mrs. P. Nova, Col. J. Peyris, Col. and Mrs. R. Merienne-Lucas, Captains H. de Croiseull, G. de Saporta, A. de Pelet, J. Bacot, R. Pauron, Commander H. de Polignac, Lieutenants F. Bies, H. Seguinel, R. Braunstein, M. Tasso, M. J. Joffroy, Grivault, Mrs. M. Colin, Messrs. R. and H. Ackermann, M. Granet, R. J. Klein, H. Takeshita, F. Challaye, A. Surand, G. Gardias, H. Lepice, D. Rhein, J. M. Gallou, C. Plancon, A. Morel, H. Debergues, M. Mattei, M. A. Herault, A. Gaspar, E. Kay, F. Masson, M. Nicaise, A. Prieux, P. Ordioni, A. Muller, P. Mattioli, F. Giranech, A. Matte, J. Vergnaud, P. Valade, G. Berbardeau, C. Plissoneau, R. Debretagne, U. Francoeur, G. Petton, G. Hernot, M. Seberger, H. Deschamps, P. M. Morin, S. Petitjean, A. Coffinery and 300 French soldiers; for Port Said: Mr. and Mrs. L. D. Tcheremor, Mr. I. Starine; for Singapore: Mr. and Mrs. F. Heynert and 2 children, Messrs. H. L. Wilkinson, Franz Kockum, L. Podkonjak; for Saigon: Mr. and Mrs. L. J. Koster, Mr. and Mrs. L. F. Demont, Messrs. L. Dautricourt, P. Durand, A. Thomas, B. Marchand, M. Peleng, A. Richard, R. Espinet and 48 French soldiers; for Haiphong: Lieut. R. Deseille, Major M. Declerc, Messrs. Chas. H. Judd, Frank D. Gamewell, Chu Vankhue, L. le Noll, A. Brida, F. Noel, L. Dangeron, J. Cam, M. Corre, A. le Bourvellec, D. Barney, J. Bonneau, V. Pombel, J. Veil, G. Barret and 16 Tonkunese soldiers; for Hongkong: Mr. and Mrs. J. W. Loureiro, Mrs. M. Loureiro, Mrs. M. Loureiro, Mr. and Mrs. Fong Yong-sah, Messrs. M. Shroff, H. D. L. Dowbiggin, P. D. Chieut, C. C. Bok, A. Hashim, V. J. S. Rumble, H. O. Evans, J. A. Boldini, R. Madill, F. Baylis, Tseu Tong-sah, C. J. Woon, Tsueyee Pei, Zeng Wei-zeng, Tsang Kia, F. S. Loh.

Per T.K.K. s.s. Tenyo Maru for San Francisco: Misses E. V. Anderson, Angers, Logan, Miner, Phylis Newson, Roberts, E. Small, M. Slean, Thoresen, N. Woods, A. R. Watson, Mr. and Mrs. D. O. Angus, Mr. and Mrs. E. Barinx, Mr. and Mrs. H. G. and Master Hill, Mr. and Mrs. A. E. O. and Master Hindson, Mrs. G. Heackendorff and 2 children, Mr. and Mrs. C. A. Herscholt and 3 children, Mr. and Mrs. E. E. Gessler, Mr. and Mrs. E. Nordstrom and child, Mr. and Mrs. C. C. Newson, Rev. and Mrs. H. W. Oldhum, Mr. and Mrs. W. A. Roberts, Capt. A. M. D. Sommerville, Mr. and Mrs. O. Thoresen, Messrs. J. N. Boyd, G. and E. Baring, F. S. Donford, R. Deming, Jr., E. O. Freund, Geo. Ewart, E. S. Hildreth, M. Heimendinger, A. B. Meyer, K. C. Johanssen, B. Sycip, W. Winslow; for Yokohama: Messrs. H. H. Ladd, R. K. Rodger, W. A. Volkart, Woo Chien-chiong, Wung Ching-chong; for Kobe: Mr. and Mrs. T. Ichiguchi, 5 children and maid, Mrs. Kashiwaka and 2 children, Messrs. A. Y. Barretto, S. Ohyama, H. Sugah, Y. Sato, Weng Zah-pei; for Nagasaki: Mrs. H. Konda, Mrs. Y. Honda, Mrs. S. Kitaguchi, Capt. S. Togo, Mrs. S. Yokta, Mr. and Mrs. Hayashide, Misses M. Kitaguchi, H. Wchino, Mrs. Y. Tanaka, Mr. and Mrs. Yamaguchi and child, Messrs. C. Okiba, A. Hatanake, J. Konjo, S. Kono, Li Yung-long, S. Nakamura, Y. Matsuno, K. Tatsishi, K. Watanabe, R. Hirayama, H. Honda, I. Honda, E. Kato, Y. Kubonoco, S. Kamesaki, M. Maruno, J. Ogawara, B. Tanaka, S. Tononaga.

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Shipping Items

The I.-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Poyang left Hankow for Shanghai on Thursday.

The C.N. s.s. Suiyang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Suiyang Maru left Hankow for Shanghai on Thursday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Chungking left Hankow for Shanghai on Friday.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Friday.

The C.N. s.s. Shuntien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai today.

The C.N. s.s. Kwangse will leave Hongkong for Shanghai today.

The C.N. s.s. Shengking will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The N.Y.K. s.s. Omi Maru (Shanghai-Osaka Line) left Moji for Shanghai on Friday and may be expected to arive today.

The I.-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Ngankin will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Yohyang Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tean will leave Hongkong for Shanghai next Tuesday.

The C.N. s.s. Wuchang will leave Hankow for Shanghai on Tuesday.

The C.M. s.s. Hwahta will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Siangyang Maru will leave Hankow for Shanghai on Tuesday.

The T.K.K. s.s. Tenyo Maru left Shanghai for San Francisco and ports yesterday.

The C.P.O.S. Empress of Russia left Shanghai for Vancouver via Vladivostok and ports yesterday.

The S.L. s.s. Carmarthenshire left Shanghai for London and ports yesterday.

The M.M. s.s. Paul Lecat left Shanghai for Marseilles via Hongkong and ports yesterday.

American gun-boat Elcano left Shanghai for cruise yesterday.

The British gun-boat Cadmus left Shanghai for cruise yesterday.

The N.Y.K. s.s. Shidzuoka Maru arrived in Shanghai from Japan yesterday and will sail for London and ports tomorrow morning. The tender with passengers and mails will leave the Customs Jetty at five o'clock this afternoon.

The N.Y.K. s.s. Chikugo Maru will leave Nagasaki for Shanghai today and may be expected to arrive on Tuesday.

The C.M. s.s. Tamsui, with a load of rice from Wuhu, arrived in Shanghai for small repairs when en route for Swatow.

Launch Services

TODAY

The tender conveying passengers and mails on board the N.Y.K. s.s. Shidzuoka Maru will leave the Customs Jetty at 5 p.m.

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PERSIAN DRINKS SOUGHT TO SUPPLANT ALCOHOL

American Liquor Dealers Search World For Unintoxicating But Enticing Beverages

New York, April 7.—Dealers in malt and spirituous liquors who are scurrying out of the path of the prohibition crusaders are searching the world for new and enticing beverages. And all of the Allied callings are helping them to find substitutes for the liquids that it will soon be unlawful to dispense. Investigation of the appetites of the various peoples has disclosed that the Persian is the most rapacious in the demand for drinks, that he makes many kinds himself, and that other nations have always found Persia a lucrative field for the sale of almost everything that can be drunk.

The bottlers of the United States, among others, have been driven by the prohibition wave to many different shores where possibilities exist of gaining new trade to replace the old. Besides Persia, Turkey, Arabia and Syria have been investigated, but the Persian field, it is reported, has yielded the richest harvest of hope because all nations have sent there all of their favorite drinks, and have even concocted others for the exclusive pleasure of the Persian palate.

Germany it is said, hoped to corral all of this trade, and the profit it promised was not the least of the things that created the "Berlin to Bagdad" idea. In Persia, it is explained, there are three great spheres of influence, Russian, British and neutral, and the English had gained the right to distribute soft drinks throughout 137,000 square miles of Persian territory. Before the war the Germans sought to seize some of the trade by putting up a soft drink, and after the German name "Blumentau" added the English translation, "Flowerdew," for the purpose of making the Persians believe it was as much English as German.

Two things only the Persians demand in their soft drinks, beauty and sweetness, and if they can also be made of a syrupy consistency the demand for them is improved. A study of these various qualities for the information of the people in the coming dry season has made the students experts on every kind of soft drink manufactured the world over, and some of them, it was said, are now trying to find out how far the American palate can be depended upon to consume the favorite Persian drinks.

It is feared that sweetness and stickiness will not appeal to Americans and that these qualities will have to be toned down if any marketable value is to be derived from the intensive study of the soft drink question. Very often, also, it is said, the Persian is induced to buy a certain beverage because of the attractiveness of the container, which is frequently used for holding flowers. In short, the Persian is reported to want pretty drinks in pretty bottles.

Of late years a few of the more hardened members of the race have cultivated an appetite for Russian beer. Wine they have always had, and they even claim that wine originated in their country and to prove it tell this legend:

One of their rulers, Jamsheed, was very fond of grapes, and grieved when the season left him grapeless. Thereupon he decided to save grapes from one season to another. He packed a lot of them away, and when, after a bit, he discovered that there was more juice than grapes in the vat, he tasted the juice, and, finding it very acid, determined it was poisonous. Being a foolish King, he did not destroy it, but had it placed in a jar and conveyed to his own room. On the bottle, in big letters, was the word "Poison." A Princess, crossed in love and weary of life, decided to die, and, knowing where the jar was, uncorked it and drank a glass of the fluid. Immediately she did not want to die, but only to dance and laugh and sing. Jamsheed tried the experiment on one of his low days, and instantly cheered up, his headache fled, and thereafter the practice of making and drinking grape juice spread throughout the world. In Persia it is still known by the name of zeher-e-khoosh, or "delightful poison."

But the poison did not take from the Persian his love of the sweet and sticky drink, and for more than a hundred years the world has been selling him the sort of drink he loves.

It is estimated that these many drinks may be made the basis of innumerable drinks which Americans will similarly love, and they will fill much of the void caused by the work of the prohibitionists. It is also believed that their introduction here will make up for the losses callings allied with the liquor interests seem destined to suffer by the wiping out of the liquor traffic.

Monument To Be Put Up To Author Of 'Dixie'

A man died in Ashtabula, Ohio, recently, who has done much to perpetuate the memory of Daniel Decatur Emmett, the man who wrote "Dixie." James Lewis Smith was his name. He was a wealthy bachelor whose fad was building monuments. After his death blueprints of a memorial to American sailors and soldiers who fought in the late war were found on his desk. The monument, however, that will give him lasting fame is the one he erected in honor of Emmett at Mount Vernon, Ohio, where Emmett was born, and where he now lies buried.

Smith's interest in Emmett has brought to light many interesting things about the origin of "Dixie" and about Emmett himself. It is interesting from the viewpoint of how a man may spring into fame almost over night without knowing just why, and also from the viewpoint of what constitutes a popular song. In after years Emmett said to an old Mount Vernon friend: "If I had known that 'Dixie' was destined to become so popular I would have written it better." But then, may be, might have polished it so much that it would have lost its appeal. Who knows?

In his youth Emmett was a printer. He was a fifer in the army for a while, and then ran away with a circus. Later he helped to organise the first negro minstrel show ever put on in America. This show made a hit in the United States and later had a successful run in England. After his return to the United States Emmett joined a company headed by Dan Bryant. While playing at Mechanics Hall in New York Bryant told Emmett one Saturday that he must have a new "walk around" song for the following Monday's performance. On Sunday Emmett wrote the music and words of "Dixie" which was given for the first time in Mechanics Hall, New York, in 1859, under the title "Dixie's Land." The song was a hit from the word go, and was soon adopted by other traveling companies. In 1860 Miss Susan Denin sang "Dixie" to a great throng in New Orleans, and eventually it spread through the South and became the war song of the Confederate armies.

In 1895 Al G. Field sought him out and the two had a happy time reviewing the past. Field was astonished to find Emmett still playing the fiddle and planning to go on the road again, although he was quite old. Finally Emmett induced Field to take him out for a season. He appeared in Newark, Ohio, on August 23, 1895. He was then eighty, but very vigorous and spry. Ovation after ovation followed him as he traveled through the South.

During his closing days he was helped by a weekly allowance from the Actors' Fund of New York. Little or nothing was done to mark his grave, although an organisation had been formed for that purpose. Mr. Smith, however, put up a monument at Emmett's grave in Mound View Cemetery that is a credit to the man and to the donor.

A curious story brought out in connection with his song is that the original Dixie's Land referred to was not the South, but an estate on Manhattan Island, New York City, owned by a man by the name of Dixie, who employed a large number of colored slaves. These slaves were sent South because of the rising abolition sentiment, and while there they improvised the refrain "I wish I was in Dixie's Land," which was once heard by Emmett and became the inspiration of his song. However that may be, "Dixie" is always associated with the South, and had a part in the war in France as a typical American production.

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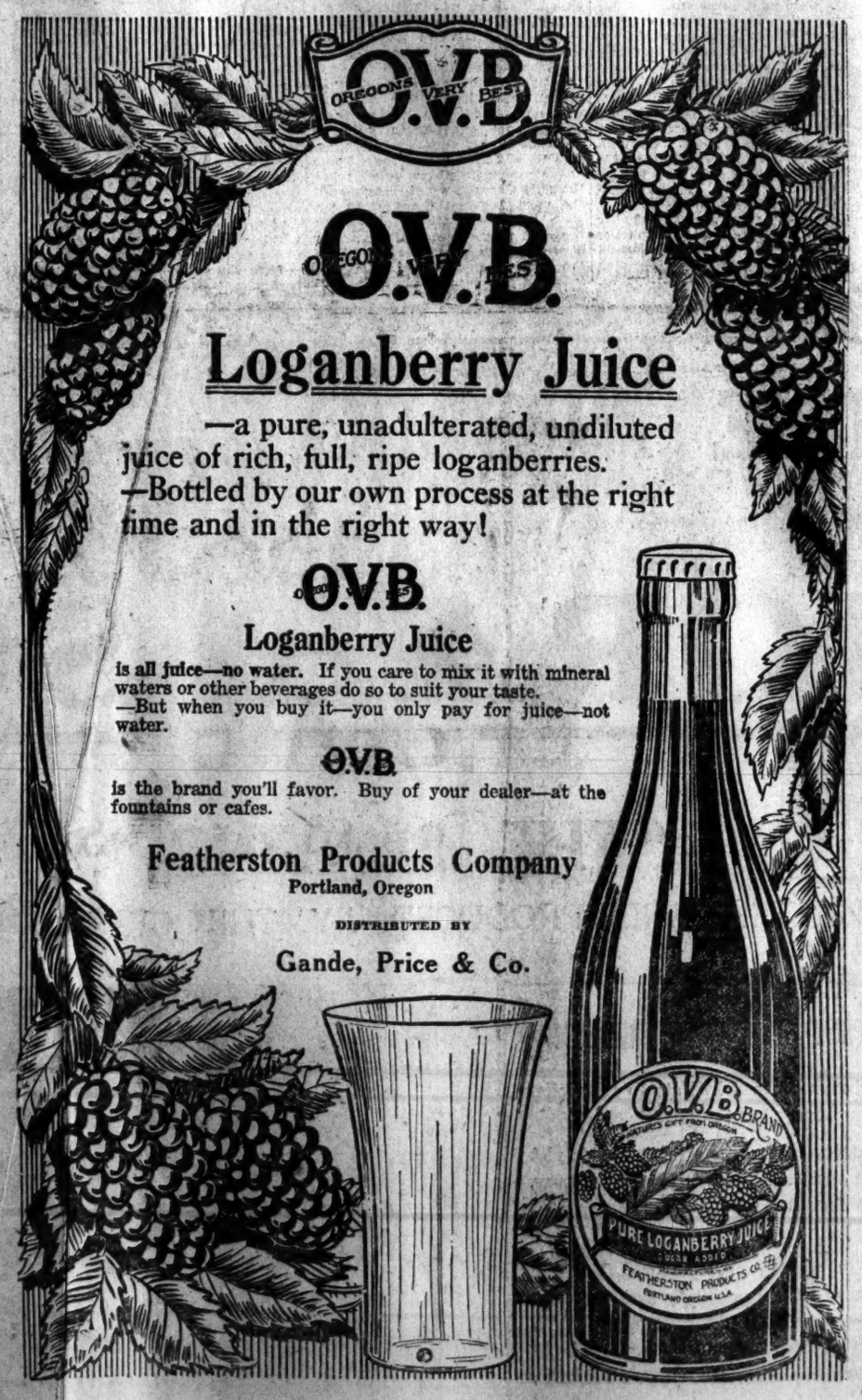
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How The Wild, Wild West Went Dry

End Of The Saloon In Reno

Kate Mullen in New Republic

WHEN Nevada and Wyoming went dry in November, the West went dry; that is the Fairbanks-Hart West the frontier West that ends with the Sierras and in which Reno is the last stop. California, manicured and metropolitan, remained wet, but that is a different story. The old West went dry.

And when the West went dry it went out; not because the passing of the saloon caused the end, but because it emphasised that West. The saloon played such a part in the old frontier life that its passing was like the death of the oldest inhabitant whose obsequies closed forever the door between the new and the old West—the old West that was a gamble, a dare, a fortune over night, a miracle in the desert, a treasure in the mountain, a ghost, a restless, transient, sensational West that made good material for movies but a poor commonwealth.

The spectacular feature of the going dry of the West is its former wetness. The very beginnings of that country centred about the saloon, just as in New England the population grouped itself about the tall-spired, Congregational church. Nor did it gradually grow dry through local option. Until it went dry it was wet, with no degree of dampness.

And of all the wet West, and of all the wet East there was probably no state more out-and-out, above-board, all-over wet than was Nevada, and no state went dry more deliberately. Not for fear of being forced in by the federal amendment did they "Voter dry"—they are not that kind of people, but through a referendum in true western style, and in the white sunlight of a November day, many of them with the beer still wet upon their lips, did they register their individual conviction that the saloon, their oldest and most prolific institution, must go.

Never a camp sprang into existence in the state that was not frontiered by the saloon, and it was so all over the old West. One day someone would strike it rich, and the next day there would go up in the sage-brush or on the bare mountain-side a great blatant sign SALOON fastened to a square box of a building, and then the people would come pouring in across the desert or toiling up the mountain-side with the saloon as a beacon, something to fasten to and a place to begin. Immediately up went the shacks and tent-houses, radiating from the saloon and striking into a street. Then beds were twenty dollars a night, and there was a new boom city on the map—in the desert or on the mountain, with an assay office, a water system, a stage line, a post office, a red light, a bank, a sheriff and a hotel all grouped about the saloon, but never dominating it.

Then as the camp grew the saloon became a cafe and a thing of elegance and beauty. Travelers to this day marvel at the elegance of the cafe, Sawdust Corner, in Virginia City, where crystal, carved wood, silver trappings and oil paintings symbolise the wealth of the old Comstock days, centered as they were by the saloon.

The names, too, were in keeping with the elegance of the cafes—the Elite, the Empire, the Lotus, the Waldorf, the Buckingham, the Mecca and the Mizpah were names to be lived up to. They resided in the most conspicuous parts of the business section and never went skulking around the corner with the name of Murphy's Joint and a smell of stale beer, as in the East. Atlantic City in the West would have displayed is saloons upon the Board Walk.

Even during the past summer when every one knew that Nevada was going dry, the saloons lost none of their verve. Up until twelve o'clock in the night of the sixteenth of December, when the ban was to fall, they remained the prosperous center of things, with no hint of defeat in the raggish symphony of their jazz bands. There was a hint of the unusual, but never one of decadence, about the wet centers in the weeks preceding the sixteenth, when, like sales of bizarre millinery, bargains in strange drinks were displayed in the windows. Unsalable bottles that had not seen the light for years, unorthodox things like Pausee Cafi, Kummel, Charreuse, Ambrosia and Noyeau begged to be sold, some for even a dollar a bottle. People who had never been known to drink, led on by the instinct of either bargain buying or hoarding, laid in a supply of drinks. Empty demijohns and kegs for storage purposes were at a premium.

The spirit of the West is one of sharp cleavages, black or white, wet or dry, with no haggling over half tones. In the restaurants when one asks for tea, the challenge will come back—"Black or green?" This was the spirit manifest in the going dry of Reno and typical of every western city's change to dryness. Up until twelve o'clock on the night of the sixteenth, the city was wet, nor all the expletives in the English language can describe her wetness.

The very men who "voted her dry," and who will insist upon her dryness, were as wet as booze could make them, upon the night that was to mark the end of Barleycorn. Men who had never staggered before, staggered that night. Those who were not drunk were said to be and it amounted to much the same thing. One man, a "pillar" he was, had gone out to watch the obsequies and lost his hat which he had hung upon the hat rack at one of the best cafes. Perfectly sober, he might as well have been drunk, for going home hatless through the crowded Main Street ruined him forever as a "pillar."

Everywhere it was a wild night, with all degrees of wildness and each to his own taste, from the drinking of polite cocktails and champagne indulged in by the divorce colony at the Riverside to the ribald performances at places less smart. The Eminently-Respectables went out to be shocked, and were. There were scenes that would have done credit to New York or Nome. Drinking women kissed strange men and lights went off and on to scenes of the wildest abandon.

Through all the madness, there was a note of sadness almost solemn. At the Colombo a hundred men sang an Italian funeral anthem. One of the largest places displayed this sign: "To thank our friends for their kindly patronage of the past and to extend to them cordial greetings for the season that is to come. Miszpah." Traveling minstrels went from place to place, playing upon accordions and singing the Marseillaise. At Kane's, when the clock struck twelve, there was a dramatic moment when everyone touched glasses and sang, "How dry I am, how dry I am, God only knows how dry I am." One could almost distinguish the Salvation Army version, "Oh, happy day, oh, happy day when Jesus washed my sins away." That was at twelve. In five minutes everyone had ordered tea, "black or green." And that was the way that Reno went dry and the way that every western city has gone dry.

The next day the saloon was a closed incident, with neither whimpering nor reminiscence to mark its departure. That was western, but the going dry of individual men was as universal as toothache is. In every group, north or south or west, when states have gone dry have men discussed their individual water-wagon experiences with an enthusiasm only equalled in the discussion of "Flu" symptoms. There is the man who never drank when the state was wet, who has developed the most insistent thirst since the state went dry; then there is the braggart who can get all he wants at any time, he "knows a place;" but the most common type is he who tells you how he gets along perfectly well, has no desire for it and used to indulge in his daily. The typical westerner bows to events.

When the nation is dry it will be said that the West went dry more spontaneously than any section of the country. The decision was made through a deliberate referendum and not through state legislation or ratification of the federal amendment. It was the people who "Voted her dry" and of the people it was the hard drinker known in the West as the "booze-fighter," who was the deciding factor in every referendum. What his contemporary in other parts of the country would have done no one knows, for he never had a chance to register his opinion.

The "booze-fighter" voted out the saloon for two reasons, the first of which was to [illegible] the saloon [illegible] fiteer of [illegible]. The story of [illegible] one of his favorite [illegible] methods of procedure.

Jim Carroll belonged to the great western army of homeless men, of which Nevada has the greatest preponderance. He had been away out in the hills at some remote mining camp for months and had saved his money because he could not spend it in the sage. One day, tired of the loneliness, he went out to the nearest center to find a recreational antidote for his months of work and there, very naturally went to the saloon, it being the only social center in the place. He was not a bad man and had no intention of getting drunk but he took a drink to be sociable and another, and then the saloon man, master of the art of tempting, with his workers, summoned Jim to comradeship, as Mr. Wilson would say, so that he kept on drinking until next afternoon, when he awoke to find the savings of months gone and nothing left but a confused memory of the night before, of warmth, music, light, love, a woman's red lips and the beginnings of an ineffable stupor. That memory was like a blow in the face.

Indignant and still drunk, Jim Carroll sought redress. "You spent it down the line," said the saloon man; "You spent it in the saloon," said the scarlet woman; "Why did you get so drunk?" scolded the sheriff. So it was that Jim Carroll lost his money, but not his memory. And after a time he met others—"done dirty" by the same host and they compared notes and bided their time. On the fifth of November it came, their chance for revenge and they took it.

The "booze-fighter" had another reason for voting dry. To vote out the saloon was his supreme opportunity for doing away with the temptation to his greatest vice. Here again he was avenged, for had not drink deprived him of a man's part in life? If all men had the opportunity to vote out the temptation to their greatest vices what a rushing to the polls there would be upon election day.

With the passing of John Barleycorn the "booze-fighter" begins to pass. He was often more sinned against than sinning and his weakness gave him a humility that made him sometimes more likable than the man who tried to reform him. It was probably the only virtue that Barleycorn had that he made men humble and brought them to their knees before God. If hypocrisy, like the sin of drinking, should cause a staggering of the legs, or some other outward and visible sign of an inward and spiritual disgrace, the Pharisee would pass with the "booze-fighter."

We offer no brief for the saloon any more than we would for the highwayman, the gambler or the "man before breakfast" habit, but in passing we beg to call attention to a certain picturesqueness that it possessed. While the Pot Roast Cafe will be undoubtedly better for the welfare of man than was the U and I Bar, the latter did have a more picturesque and convivial sound. "U and I"—ah, me! "U and I" and a "loaf of bread and thou beside me." By and by the Idle-while Tea House will replace the Bucket-o-Blood Bar, but it will never produce the wicked thrill that the latter gave to us.

The "thrill" and the "life" of the saloon were not life in its real sense, though, and this is why the West went dry. A serious, forward-gazing people, they are ready to build for permanency, for a generation of home-lovers who will succeed the prospectors, for an era of earned incomes to succeed the days of easy-come, easy-go prosperity; and the saloon that went out when Nevada and Wyoming went dry was the last door to be closed upon the old, transient, restless West.

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Peking Union Medical College

Announcements for the Academic Year 1919-20

The work of the reorganized Peking Union Medical College is divided between two schools: the Medical School, which gives a four years' course in medicine and an additional optional year of special work in the laboratories or hospital; and the Premedical School, which offers a three years' course preparatory to admission to the Medical School. The Premedical School was opened in September 1917. The Medical School will admit its first class on October 1, 1919.

All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and written.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

The Dean,
Peking Union Medical College, Peking, China.

AT THE APOLLO

Monday, APRIL 12th, 13th, 14th and 15th

PATHÉ PRESENTS

"MORAL SUICIDE"

7 PARTS

OR

"THE SLAYING OF A SOUL"

7 PARTS

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ARE RICH WIDOWERS ALWAYS THE PREY OF THE ADVENTURESS!

Are rich widowers always destined by Fate to fall victim to the wiles of unscrupulous adventuresses?

Judging by the frequency of the employment of this plot for some of the most successful stage and screen dramas, there must be some foundation in fact for this popular belief.

"Moral Suicide" was written and produced by Ivan Abramson. He is the author responsible for such successes as "Sins of Ambition," "Enlighten Thy Daughter" "A Fool's Paradise", "Forbidden Fruit" and "Sins of the Parents." In spite of the somewhat sensational title,

IT IS A WINNER—SURE!

READ THIS

"Moral Suicide" is said to have a strong moral flavor in the presentation of a problem that has probably confronted many an American family.

The story has to do with a rich widower who has a grown son and daughter. He becomes infatuated with a wily (and beautiful, of course) adventuress. His daughter warns him that he is on the brink of "moral suicide", but he scorns her protests. Then a terrible tragedy enters into the family life; there is a bitter crisis—and the father recovers his sanity and rushes from the side of the woman who has bewitched him, but only after his fortune is gone.

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BOOKING AT ROBINSON'S

How Have Mighty Fallen! A Conqueror Goes Home

By J. C. Royal
(*New York Tribune*)

New York, March 31.—The lot of the German diplomat is not what it used to be. With a stiff and nervous smile, Heinrich von Eckhardt acknowledged that yesterday, when he was squeezed into the back door of New York under convoy of the Department of Justice.

The former Envoy Extraordinary and Minister Plenipotentiary of Germany to Mexico was under safe conduct of the government he was instructed to embroil with her allies and a neutral nation. Recalled from Mexico by Berlin last December, a diplomat attached to a government but without a post, he is on his way to Europe. What his future will be no one knows, least of all H. von Eckhardt. He claims to have received no direct communication from his government for nearly two years.

H. von Eckhardt may hear the music of the bands today, but he will not see the men who helped block the world aims of his country. He will stay strictly and willingly "incomunicado" in his quarters until he sails at the end of the week.

Cheered By Mexican Populace

On the Mexican Independence Day, September 16, 1917, I followed Minister von Eckhardt as he rode seven miles from Chapultepec to the National Palace in Mexico City, while the populace cheered him and his country every furlong of the way. They greeted Henry P. Fletcher, American Ambassador, with hisses. That same afternoon von Eckhardt stood on the steps of the Chamber of Deputies for five minutes, his gold laced uniform ablaze with orders, his white plumed chapeau held high in a white-gloved hand, bowing and smiling, while the sandal-shod, blanket-wrapped, scratching pelados shouted "Viva Alemania!" and "Viva von Eckhardt!" mingled with cries of "To the devil with the Gringoes!" His ovation rivaled that given President Carranza and was continued by the lawmakers inside.

Yesterday I saw H. von Eckhardt, "Jerry without a job," debark from a train intent only on escaping notice. Dressed in a plain blue sack suit, with a white soft hat, obviously nervous, he lifted two heavy grips in his aristocratic hands and closely followed the Department of Justice agents, who cleared the spectators from his path, to his quarters. He even forgot to tip the porters who handled the twenty or thirty pieces of hand luggage with which his party was burdened.

He Is The Same Prussian

He looked older than in 1917, but his head has the same Prussian pose and the back of his neck the same wrinkles as when, surrounded by attaches, he turned an arrogant back on Americans in Mexico.

As he is under the safe conduct of the United States, he has not discussed political questions except with Department of Justice men. It is known, however, that he does not yet regard himself as a private citizen, but feels he is attached still to the German government, although without assignment and under recall.

He has pleasant recollections of Mexico, but has given no indication of whether he is regretful at leaving that country. He was shown extreme courtesy on his journey from Laredo, and, indeed, the only persons against whom he has had to invoke the protection of the government have been reporters.

His journey, however, was far different from his triumphal progress to Mexico in 1915. His baggage was opened at the frontier, but he and his family were not subjected to personal search. Far otherwise with Johannes Brunow, former German Consul General to Mexico, who is leaving for similar reasons. Brunow was so thoroughly searched that only his monocle remained upon him. Train crews wondered if he slept in it, as they never saw it absent from his eye, even at the wash bowl.

Ate Pie At Railroad Counter

Von Eckhardt was forced at times to carry his own baggage, and at Texarkana he curled his cavalry legs about the unsteady seat of a lunch counter stool and reached for railroad pie across the greasy counter.

The others in the party are Mme. von Eckhardt, their three children—two sons and a daughter—and a governess, Emmy Melzahn. The ladies of the party went on a shopping trip accompanied by a woman secret service agent immediately after their arrival, while the former minister sorted his laundry and inquired anxiously if it would be returned promptly. When the announcement, made previously, that he would go at once to Germany was discussed yesterday the augurs not only winked, but blinked violently. It is far more probable, it is believed, that he will remain, at least for some time, in a neutral country.

Von Eckhardt is known as one of the most clever and successful directors of propaganda in the German service. None knows the potency of his efforts better than I, for in 1917, while acting as a correspondent there, I was deported from Mexico, undoubtedly through German influence.

His Propaganda Effective

This propaganda for a time was instrumental in aligning the majority of the common people and the army of Mexico on the side of Germany against the Allies. He is credited with directing the policies of many Mexican newspapers against the United States.

When the note of Foreign Minister Zimmermann, directing him to form an alliance between Mexico and Japan against the United States, promising Mexico part of Texas and other American territory as an inducement, was made public by the American State Department, it was my joyous duty to interview H. von Eckhardt. He did not wish to be interviewed, but was taken unawares and made statements which he probably wished unmade.

When it was disclosed that he had asked the German government to bestow a decoration on Folke Cronholm, then attache of the Swedish Legation to Mexico, whose chilly breast was warmed only by a single Chinese order, I again sought H. von Eckhardt. He was interviewed, but he did not know it until friendly souls among the Mexican censors told him so. Mr. Cronholm, in seclusion, also was interviewed and made disclosures which were later turned over to the American Embassy.

Dose Of His Own Medicine

A short time later, after the publication here of a despatch from me outlining the German methods of propaganda, I was escorted under guard to the border. H. von Eckhardt's escort when he arrived yesterday was larger than mine, but mine carried heavier armament.

I am sure H. von Eckhardt did not regret the order that he have no communication except with Department of Justice men yesterday when I caught his eye. However, he is going to Germany, or so he says, so I shall go down to the dock when he sails and wave him a farewell—forever, I hope.

The von Eckhardt family examples a strange conglomeration. Henirich von Eckhardt married a Parisienne. One of his sisters is married to an Englishman and, he says, is a thorough Englishwoman. Several cousins are married to Russians. Attention of the peace conference is called to their next family reunion.

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Today's Church Services

Holy Trinity Cathedral.—Third Sunday after Easter. 8 a.m. Holy Communion (and at Bubbling Well Chapel). 9:30 a.m., Children's Service. 10:30 a.m., Mattins; Walmisley in D; Anthem "Jesu, Joy of man's desiring" (J. S. Bach); Hymns 176, 135, 273; Preacher, The Dean. 6 p.m., Evensong; Farrant in A minor; Hymns 292, 140, 18; Preacher, The Dean. Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

St. Andrew's Church Broadway.—10:30 a.m., Mattins. Preacher, Rev. C. J. F. Symons, M.A. 2 p.m., Children's Service. 6 p.m., Evensong; Preacher, Rev. C. J. F. Symons, M.A.

Union Church.—Sunday May 11th. 11 a.m., Preacher, Rev. Milton T. Stauffer, B.A., B.D.; Chant, 72; Anthem, "By the waters of Babylon" (Coleridge-Taylor); Hymns, 135, 336, 167. 6 p.m., Preacher, Rev. A. E. Claxton; Chant, 55; Hymns, 362, 126, 51.

Shanghai Free Christian Church.—Corner of Range and Chapoo Roads. The services in the above will be conducted as follows: Morning at 11 a.m. by Mr. Gilbert McIntosh. Evening at 6 p.m. by Mr. Isaac Mason.

The Sunday Service League.—May 11, at 5 p.m. Martyrs' Memorial Hall, 120 Szechuen Road. Speaker: The Very Rev. Dean Walker. Subject: "The Joy of Life." Music: Vocal solo and male quartette.

St. Joseph's Church.—Sunday, May 11. Patronal feast of this Church. Masses at 7, 8, 9:15 and 11 a.m. At 11 a.m. High mass. No sermon. At 5 p.m. Benediction of the Blessed Sacrament. Masses on week-days 7 and 8:30 a.m.; on May 15 and after, Masses at 7 and 8 a.m.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Adam and Fallen Man." Sunday School 10 a.m. Wednesday Evening Service 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. Nanking Road.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. M. H. Throop, M.A.

American Song Service.—This afternoon, at five o'clock at the Palace Hotel, in the Assembly Room, fifth floor, Rev. Joshua Vale will speak. This is Mothers' Day.

Lest We Forget

BEFORE our horror at the cruelty and inhumanness of war has cooled and we have grown detached and forgetful—especially we in the Far East who have taken the war so complacently—it is good to have the truth laid before us. Only in the light of that truth and the unceasing realisation of it can we keep our resolution steeled to the determination that it never shall be again. The following article is by one unusually qualified to speak.

By Philip Gibbs
(New York Times)

It has not been hidden from the world that modern warfare has surpassed in horror anything that has been recorded in the black history of human strife. The vast casualty lists published month after month and year after year darkened human imagination by their statistics of sacrifice; and every name in those closely printed columns meant a cry of agony in some little home where a father, mother, or wife had tried to stifle the fear of the heart by faith in the luck of their man at the front.

The tide of maimed and broken men, of blind and crippled and sick, which flowed back into England and France after the first battles of 1914, and for four and a half years afterward, was overwhelming in its flood of tragedy, in great cities and in tiny hamlets, and it was only the courage of race and blood which refused to yield to despair because of this continual slaughter and torture of youth.

So the soul of the world cries out "Never Again," and in this period of reshaping the structure of civilisation says: "For God's sake let us devise some new philosophy which will cut out this horror. Let us get at the root causes of war, so that we may kill them, and let us establish safeguards against any nation likely to let loose the old devils of international hatred in bloody conflict." That is the present mood of civilised mankind, and I think it is out of that general emotion of revolt against the sacrifice and agonies of its manhood that a new philosophy of life, based upon new international relations, may be evolved.

The danger is that in a generation, or less, the memory of what this war meant in human suffering may fade out, leaving only the remembrance of heroism, touched by romance. The danger is, even now, that when people talk about "the horrors of war," it is but an abstract idea to them and that they do not really understand the depths of abomination through which our men passed so bravely, so patiently, so silently.

For the fighting men did not tell what was happening to them. In their letters home they wrote of the brighter side of things for the sake of those who were anxious and afraid; and, when they came home on leave, in answer to questions about their sufferings they said: "I want to forget all. . . . Let's go and see a show which will make us laugh. Thank God for laughter."

As a war correspondent in the field I, too, had to tone down the black side of war. Apart altogether from censorship it was my duty to keep up the heart of the people and not to add to their torture of anxiety for those they loved by harrowing descriptions of carnage and misery. And there were things the enemy wanted to know which I was not going to tell him—the exact effect of his poison gas. The success of his flame machines and other devilish devices. So, in spite of the tragic spirit which often brooded in my despatches from the front, and my descriptions of battlefield scenes which were grim enough, God knows, in their realism, I did not give the full picture of our men's agony.

The need of secrecy is now passed. It is due to our men that the world should now know how much they suffered with such stoical courage. The misery and the beastliness and the terror of it all should be stripped of all their romantic "camouflage" so that the truth should be etched deeply in the pages of history.

The worst suffering of the British Army began after the retreat from Mons of the "old contemptibles"—the gallant little regular army—in 1914, and when there began that long period of stationary warfare in intrenched positions which neither side could break through.

The Germans by good generalship and superior numbers had established themselves on high ground almost everywhere on the whole line of their front. Through Belgium and France the British troops were in a hideous position in the Ypres salient, lying in a saucerlike hollow rimmed around by the Germans on the ridges of Pilkem, Westhoek, Wytschaete, and Messines. When later in the Spring of 1915 they took over a longer line to liberate the 10th French army for the defense of Verdun they were again in low-lying ground around Lens and Arras, with the enemy above them on the Vimy Ridge, Monchy Hill, and the banks of the Scarpe. This was the cause of much misery and enormous slaughter. The Germans had complete observation of the British trenches and of the roads and tracks which led to them. They stared straight down into villages held by British garrisons and into other villages six miles or more behind the lines—Souchez, Ablain, St. Nazaire, Vlamertinghe, and many more—through which our troops had to march on their way to the front or where they were billeted.

With immense superiority in gun power, until the end of 1915, they turned their artillery on to these places with ruthlessness and method, by day and night. They pounded them into fragments and then into dust so that of Souchez town and sugar factory there is not even a rubbish heap, and Ablain, St. Nazaire, could not be found except for the skeleton ribs of its church.

Beneath those ruins and in that dust lie the bones of British soldiers. Many of them were buried alive. That happened scores of times in Ypres where platoons of men billeted in vaults below the cloth hall, the cathedral and houses were entombed by tons of masonry hurled down by high explosives. I remember in the Spring of 1915 that forty men were buried like this below a house in Ypres which was piled above them by German shellfire. Their groans were heard by their comrades who made frantic efforts to rescue them, but during this work of rescue the enemy's fire was intensified and around the living tomb of the forty men lay many dead and

(Continued on Page 15)

Are The Chinese People Immoral?---A Reply.

A Correspondent Begs Emphatically To Disagree With 'Rover' Who Said That They Were Not

Two Sundays ago there appeared on this page an article by "Rover," a special writer for THE CHINA PRESS, *on the subject of the morality of the Chinese. "Rover" maintained that as a people the Chinese have a high moral standard. His article has drawn fire. A spirited reply, written with engaging passion, has been received from B. Attwood of Mokahcaycen—sex we wot not, though our guess is feminine—which is given below, with some concluding comments bearing soothingly on the subject by the Editor.*

If adherence to convention is equivalent to morality, they are highly moral. Otherwise — ?

I am much interested in the article under this caption by "Rover." It is estimable in optimism and fortified by that time-honored formula, "Having been in China twenty-five years." "Having been in China twenty-five years, I declare unto you that the Chinese are the most moral people in the world?"

Fatuous generalisations of this *ex cathedra* style swallowed by readers and hearers to their stultification can send abroad more erroneous notions of China in a decade than all the "mixtures of hashish, opium, voluptuous sensuality and secluded harems" in all the romantic travel yarns spun from the time of Marco Polo to this. They are most harmful because half true and half false, while mere romancing hurts nobody. It is the fashion just now to say nice, big, astonishing, hugely complimentary things about China—just as it is all the rage for ladies to have the "Chinese touch" to their costumes. So we have them. The other day some magazine came out with the statement that the Chinese are the most healthy people in the world, and that if the West would only follow their practices in regard to prophylactics and so on!

Are the Chinese immoral? A beautiful question for the king's fool to answer in five words!

However. Viewed from one aspect, out of a number of aspects to be seen, they are highly so. Viewed from another they are a shockingly immoral race. Neither aspect viewed by itself can be the truth. Their morality is of another variety than that of the West. So is their immorality.

For instance one is told that the Chinese have no "red-light districts" in their cities. What a moral people! But on the other hand one finds that any man may buy women for less than horses bring in the West, in as large numbers as his money allows, bring them into his own house to keep, and law, public opinion, his own family do not say him nay. In some districts the poor have one wife for two men. Of course they don't have red light districts, they do not need them.

An illustration from another realm of how the "morals" of the East and of the West lie along different planes. When I came to China I was amazed to find that Chinese fathers are fond of their children—I had heard from various authorities of infanticide and baby towers. At every doorway, it seemed to me, I beheld proud fathers caressing happy infants. Other incidents soon showed me that there is deep devotion of the parents for their offspring. But I was more than amazed, I was horrified, after some length of time, to find that all these same fathers have power of life and death over these children of theirs. A Chinaman a few streets from my house dashed out the brains of his new-born baby in full sight of the policeman on the corner and of all the neighbors, law and public saying nothing and doing nothing about the matter. A girl-child of twelve, being raised for a daughter-in-law, was ducked to death by her father-in-law—again with no remonstrance from law or the public. Once more, the highest civil official in the town—one of the leading cities in this province—refused to investigate when a dead child was thrown over into the garden of the house in which I lived, saying, "If you've a dead baby there, throw it out—don't annoy the municipal government with the affair."

The authorities that represent the Chinese as being without parental love paint too black a picture. On the other hand when they stop with infanticide and baby towers they are not painting it a tenth as black it actually is.

So with their morality. The good qualities of the Chinese have doubtless never begun to be appreciated by Westerners. But their immorality is just as far from being realised. The very "morals duties" of a Chinaman—witness concubinage, frequently his highest religious duty—are often immoral from our standpoint. The earnest old missioners of an earlier and less polite day who invented the term "benighted heathen" were using mild words. To say that the Chinese are the most moral people, because they are in many respects most moral, is no nearer truth than to say that China is the Paradise of children, because parents are usually fond of their surviving offspring.

Of our own morality from the Chinese point of view startling things can be said. Numbers of Chinese have asked me in all seriousness how Jesus Christ could have been a good man, as he was markedly unfilial—He actually declared that the Kingdom of God—what ever that was—and the people in it—were nearer to him than his own father, mother, brothers and sisters! None but a wicked and impious man could say such a thing, according to the Chinese idea of morality. A Confucian scholar, who has taught missionaries many years and perused their Bible many times, remarked to me in a discussion something about, "When Christ tipped off Peter that he must deny his Master for his own safety — " And I found that this highly intelligent man had always thought that Peter's denial was by agreement between the disciple and his Master, for prudential reasons—arranged at the time when the latter said, "Before the cock crows twice, thou shall deny me thrice." This, however, was no detraction from the character of the moral hero of the foreigners for the Confucian—it was merely an instance of his common sense, which the average Chinese considers He woefully lacked.

Broad general statements without explanations of the utterly different meanings that the same terms carry for the two races are perfectly vacuous.

So with the pronouncement that the Chinese are moral because they all marry. For a Chinaman to marry and live a "moral life" may not mean at all that he is the husband of one wife. Any one who asks them in their own tongue will be told by the Chinese that all who can afford to do so have concubines. It is considered highly respectable to do so. An unmarried missionary lady who boards with a missionary's family in a town not far away is spoken of by the natives outside the church invariably as "the missionary's concubine." They have no less respect for the good missionaries—rather more—on account of this (to us) laughable misconstruction.

The Chinese are the most convention-respecting, custom-obeying and law-abiding people under the sun. But before we add, "Therefore the most moral," we would do well to examine some of these same conventions, customs and laws.

Take the institution of marriage in China, so believed in as the sign and seal of "morality." Just a few data. It includes concubinage, power of purchase and sale of women for wives, or concubines, right of the husband to kill an unfaithful wife without liability to the law, divorce of wife at will of the husband—the wife has no right of divorce on her side. A wife is not allowed to marry again, even though husband dies. Marriage is woman ownership, not figuratively, as in the West, but actually. The woman, or the virago, may turn the tables on her master, and as a matter of fact, the masters are remarkably good ones, considering the power they really have. But law and public opinion—ever since Confucius laid down the moral injunction that woman being inferior must be trained only in submission—has made woman the possession of man. A free woman is a bad woman to the Chinese mind—I do not mean a woman free from convention—but one free from actual possession of a man. Every foreign women who has been alone or with other women on the streets of inland cities has heard the familiar "Foreign harlot," or "Foreign slut" called after her by old and young.

It is only fair to say that this is in many places changing rapidly.

Not that all marriage is unhappy and that there are not contented wives. Though the point here is not the happiness or the unhappiness of anybody, but that marriage in China is a very different institution in many respects from the same in England or America. And, where woman as a class has no protection from law or society, look out for her being the toy and slave of those "passions of human nature" so emphasised by the wise "Rover," and which, he says necessitates having regulated vice. Though as to marriage being a check on illicit intercourse, I should like to remind that writer that some authorities claim that houses of prostitution in the West are kept up largely for married patrons.

It is true that the great toiling masses of China are bound too closely to the soil in their incessant struggle to keep soul and body together to have any time or means for prostitution, and concubinage is not extensively practiced among them. But why call it morality? It is economic necessity. It is quite as reasonable to rave over the morality of certain birds because they take their mates for life time.

But get the attitude of any Chinaman towards concubinage—perhaps one should emphasise that concubinage is the buying of women for sexual uses, as well as for purposes of securing offspring, therefore very close kin in principle to the white slave traffic in the West, also that many of the concubines are purchased directly from the houses of prostitution. "It is a matter of money," will be his reply, "they who can afford them do so." Ask him again about the port town prostitutes. "A poor man can't afford that—it is for the rich and the idle." These are actual replies to actual questions.

As for this last-named vice being an introduction from the West, read a little Chinese history. Courtesans have had their place in Chinese society at least since the Chou Dynasty, 2,500 years ago. Of course the licensed house and street solicitation may be copied from the Occidentals. But the ladies belonging to the oldest profession for women in the world have flourished in the oldest country in the world quite as long as one could expect.

The attitude of respectable Chinese towards these same is startling to the Occidental who has not been in this country long enough largely to forget his own moral sanctions and disapprovals. This in itself is very illuminating as regards the widely differing "morals" of the East and the West.

"Rover" adjures his readers to keep to facts and avoid fairy tales about China. If he would keep to facts and avoid general assertions made in terms which to an American or a European mean one thing and to a Chinaman something very different indeed, there would be something contributed to popular Sinology. One great difficulty with these 25-year-in-China people is that they often seem to have forgotten the very ways of thought of their Occidental brothers. Witness the statement of this old China hand that, "Civilisation and eugenics demand regulated vice." I would like to ask if he got that from the eugenicists or the Peace Conference.

Let the Chinese have praise where praise is due for some of their admirable customs and laws. But it is just as futile and harmful to right understanding to give them credit for virtues they never have even aspired to possess, as to damn them for vices they never heard of. Generalisations are dangerous, and as for comparisons! Between China and the Occident they are worse than odious. Out upon them both!

B. ATTWOOD.

Words Of Editorial Assuagement

Are the Chinese people moral? Well, who on earth are we that we should say? (And by "we" now is meant those of the white race). How can we say? What right have we to say? By what can we judge?

Rover comes to this country, sees one set of circumstances and says the Chinese are moral. B. Attwood comes to this country, sees another set of circumstances and says they are not. Both are trying to weigh with a foot-rule. Both are prosecuting a perfectly futile enterprise. Both at bottom have that sublime Occidental indifference to the fact that the Chinese are not another white race—or rather both speak on the characteristic Occidental complacent assumption that the Chinese are merely an unsuccessful imitation of the white race trying hard to reach the great height. Both also are conveniently oblivious of some fundamental considerations in the discussion of a subject like this.

Says B. Attwood in her—we insist on the gender, the internal evidence is conclusive—says B. Attwood in her opening blast: "If adherence to convention is equivalent to morality," they are highly moral. Otherwise — ?" And she says, colloquially speaking, a mouthful. The books that have been written on the philosophic question involved in that, if put one on top of another and end to end in the Whangpoo, would make a high, dry and comfortable motor road to Woosung. "If adherence to convention is equivalent to morality," she says with contempt for the very thought. Well, how does she know it isn't? Who said it wasn't? Who on the other hand said it was? But she does go to the root of the question—considerable question. It all depends on just that, What are morals?

What are they? Well, in practical every-day existence they are what you expect all other people to observe—or, perhaps, what you find it

(Continued on Page 13)

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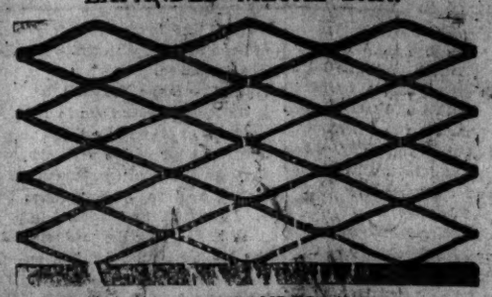

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OVER HERE!
By Callahan
GRANDPOP BORROWS POP'S UMBRELLA TO GO OUT AND THEN—
GOSH! I THINK I LOST YOUR UMBRELLA
NOW HE'S ALL WET.
YOU THINK YOU DID! YOU KNOW DARN WELL YOU DID.
IT WAS POP'S BEST BORROWED UMBRELLA TOO.
AND I WARNED HIM TO BE CAREFUL.
HE WAS CAREFUL OF HIMSELF BUT NOT OF THE UMBRELLA
I KNOW IT'S LOST, FOR GOOD!
FOR GOOD?
CALAMITY JANE
ONE THING YOUNG NUISANCE WOULDN'T LOSE IS A CHANCE TO POP VIOLA THE CAT. AND AN UMBRELLA WOULDN'T SAVE HER.
MEBBE YOU DIDN'T LOSE IT, GRANDPOP. MEBBE YOU JUST MISLAID IT.
HE MUST THINK IT'S AN EGG.
BROWN DERBY
HE CARRIES A DUMBRELLA. YOU COULD SERVE HIS HEAD WITH CORNED BEEF.
DEARIE GAVE HON AN UMBRELLA FOR HIS BIRTHDAY. BUT HE WON'T USE IT. HE'S AFRAID HE'LL GET IT WET.
DON'T YOU LOVE THAT?
GRANDPOP IS SO ABSENT MINDED HE'D LOSE A PARACHUTE IF HE FELL OUT OF AN AEROPLANE
"COMEDIAN"
AW! DROP THAT STUFF!
HATTIE'S GOIN' TO BUY A PARASOL TO MATCH HER HAT. WON'T THAT BE STRIKING?
HOW SHADY IS A SUN SHADE?
DON'T RAISE AN UMBRELLA IN THE HOUSE. GROW 'EM IN THE GARDEN!
OL' JOHN DON'T

Musical Matters

By R. B. Hurry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

In this column last week the extensive material at the disposal of the English singer was outlined. The newly founded British Music Society has now a journal of its own. What is most satisfactory from the musical point of view is the sober tone of the welcome accorded it by the established reviews. To indulge in inflated accounts of the prospects of native music would do a great deal more harm than good. Thus the Musical News of March 15 says:

"We welcome the appearance of the British Music Society's own journal, The Bulletin, which came in being at the beginning of the year. Naturally, its columns are used largely for propaganda, with the principles of which all British musicans, professional or amateur, cannot but be in sympathy when they understand them aright. Lest some may think, however, that the Society is going to worship blindly British music simply because it is British, we may quote the editorial which appears in the first number: 'We are not out to push British music forward at all costs: still less to push British music because it is British.' What the Society intends to do is to foster good music, British for preference, provided that it comes up to the standard. That, we venture to think, is reasonable, patriotic, and businesslike. What was the opposite in the hard old past was to refuse a hearing to good music when it was written by someone born in England with a British name.

"Whether the enthusiastic Dr. Eaglefield Hull is correct in stating that, 'with a roll of ten thousand, we can make Britain the premier musical country of the world, so far as public musical appreciation and opportunity goes' (sic), is a matter which, we may content ourselves with saying, remains to be seen. But at least the Society will do its best to ensure that British musicians who can write as good music as those of other nations will not be suppressed, thwarted, and made silent through lack of encouragement."

* * *

It is reported that amongst the plans for the celebration of peace in London a Handel Festival is to be held at the Albert Hall. According to the English papers the idea makes little appeal. Surely the homage paid to this popular composer has been sufficient in recent years if not overdone, and in what way would his music, except, of course, selections from it, serve the purpose? On an occasion of such unique and national importance it is the nation, not the man, of which we want to think. A festival of truly British music, ancient and modern, which has a national character or bears on the subject of victory and rejoicing, would be much more consistent. Possibly some especially appropriate works are already in the making, and at any rate it should be easy to compile a list worthy of such an event and including some representative work of our Allies.

Oxford Revisited

By R. C. Russell

Back to these weather-beaten walls,
And the scent of my Oxford rose,
Where many a ghostly footstep falls
And a kindly soft wind blows.
Blasts of an icy gale were mine
In the blood-stained years outside,
Far from the the gates of my Mother Shrine,
With the shadows of Death and Pride.
And God be praised that the vessel built
By the banks of our hallowed stream
Has weathered the jagged rocks and silt,
And the gusts of an ugly dream.
On your lawns today are the loving arms
Of the old unchanging trees
That take no count of the hurts and harms
And the worldly fickle breeze.
When the sun goes down, I am Home—thank God!
With each dear unchanging thing—
The tower, and the trees, and the old gray quad,
Where my heart and the ivy cling,
Away from the long grim trench I trod,
And the song that the bullets sing.

London Chronicle

Are The Chinese People Immoral?—A Reply

(Continued from Page 12)

not inconvenient to observe yourself. And that is pretty nearly as much as anybody has ever ventured to say positively. The fundamental premise of all ethical philosophy is that there is no absolute standard of morality to be applied at all times, in all places and to all people. There never has been, there is not, there never will be, probably there never can be or should be an absolute standard of morals. You can search every ethical philosopher from—from—we were going to say Adam (he must have been or at least become one) from Adam, then, to B. Attwood and you won't find any absolute standard established or even put forward, and not much agreement on anything else. It is as bromidic as two and two make four that all morality is relative, and equally demonstrable. If there is no absolute standard, what are you going to judge the Chinese by? Are they moral by our standards? No, of course not. Why should they be? They don't want to be. Neither are we, as a matter of fact. Are they by their own standards? Maybe, and maybe not. But you want to live here a long, long time and know a great deal, a vast, unconscionable, infinite deal, before you try to decide or are capable of deciding. And by the end of those three or four generations you will be too tired to want to.

Take a hypothetical situation. Suppose sixteen newly created beings suddenly find themselves dropped down on this well known planet and set down on some undiscovered, uninhabited and desert isle on which no creature has ever trod before. Being entirely new, they must set up their own original system, socially, economically, morally and every other way. By their code it is regarded as improper and wrong—call it immoral—ever to eat any of their fellow-beings except when the weather is unfavorable, the crops fail and there are no other comestibles; but entirely proper to do so then. And they do do so. Every once in a while one of the more succulent members of the community is chosen, perhaps by force, perhaps by lot, perhaps by ballot (only men voting, of course) to function as provender. And they consider it quite all right. And their philosophers write books showing why in the nature of the universe (which they know all about from their island) it is all right and their poets make pretty madrigals on the romance of such selection, consumption and digestion (they would). Just as our poets and philosophers do about the things we find necessary and like to do. To make the analogy better, we can grant that in addition to finding it necessary the islanders also find it somewhat pleasant and palatable and are not, in their subconscious depths, wholly regretful when the necessity arises.

Now suppose that in the course of and with the object of the spread of what we so charmingly call civilisation one white missionary and one white business man come to this island. We shall assume that its inhabitants are colored blue with pink polka-dots. Naturally the missionary and the business man, if they have not annihilated each other in the first three days, will make some observations. And naturally also they will write to their home papers. The one will observe that on the whole these inhabitants live only on shells and roots for the greater part of the time and that it is only under the pressure of necessity due to natural and inevitable causes that they consume each other. And observing that, he will write home that they are moral. The other will observe that it is quite true that the inhabitants hardly ever eat each other, but that it is only because most of the time they have shells and roots to eat and don't have to, and that when they haven't shells and roots and do have to eat each other they don't hesitate at all. And, observing that, she will write home that they are not moral.

Both are right. Both are wrong. Both are foolish. Neither had any business to consider the question at all, neither had any basis from which to consider it. If the islanders were white people, of course they would be immoral. It is not to be denied that for a white man under any circumstances to invite his junior partner and his wife over to Sunday dinner and ask him jocularly will he take the leg or the breast while his wife adjures him not to spatter the gravy would be a highly immoral act deserving condign punishment. But they are not. In their scheme of existence, in their code of conduct, it is quite the legitimate thing to do, it always has been, it springs like all morals from the material conditions of their existence. How can you call them immoral or how call them moral? How can you judge them by a standard of which they know nothing, which does not grow out of their conditions of livelihood, which they do not want? The question of morality cannot enter at all. It is sheer arrogance or unwisdom for anybody else to intrude it. Isn't that obvious? (Tempestuous cries of "No!" from B. Attwood.)

The analogy covers almost every question that can be raised with respect to the Chinese, every question that both Rover and B. Attwood raise. The Chinese have plural marriages and concubines, yes; and what is more, they have them openly and frankly, about which one does not desire in this place to make invidious comparisons. And their code of conduct approves it. Are they immoral? Of course not. Are those Chinese on the other hand who don't have concubines because they can't afford them moral for that? Of course not. The moral question doesn't enter from their standpoint and their standpoint is the only one to be considered. And the same applies to "squeeze," to commercial practices, to lying. They can be judged only by their own code. Now, whether their code is higher or lower than ours, whether their morality is superior or inferior to ours, that is an entirely different question. It is a question we have no more right to answer than they. It is a question nobody can answer.

To Rover and B. Attwood both we counsel the adjuration of Him who had the surest and the most insight into human nature:

"Judge not lest ye be judged."

Editor, THE CHINA PRESS.

The Kata-Thermometer

(*London Chronicle*)

Dr. Leonard Hill's recent lecture to the Royal Meteorological Society may almost be said to mark a new epoch in the science of meteorology. Meteorological records were originally designed mainly to give information to the mariner and farmer, and have little value for purposes of hygienic inquiry. The factors which have the most important bearing on health, the coolingness and dryingness of the air are left unrecorded.

If the body be inadequately cooled by the air, it automatically reduces its output of heat, and under certain conditions of heat and humidity even such reduction may fail to keep the bodily temperature down, and pyrexia and heat apoplexy may ensue. The victims of the Black Hole of Calcutta were killed not by impure air, but died of heat apoplexy produced by hot, damp air.

If, again, the body be inadequately dried by the air there is a retardation of its metabolism, and a diminution of the flow of defensive fluid through its respiratory mucous membranes, with consequent great liability to respiratory infections, and, indeed, to infections of all kinds.

The cooling and drying value of the air, again, depends not merely on its heat and its humidity, but to a marked degree on its movement, and it has been found (e.g., in submarines) that conditions of heat and moisture, intolerable in still air, become quite tolerable if the air be set in motion by a fan or otherwise. A bracing climate is essentially a breezy climate.

To get, therefore, any idea of the healthiness of weather or climate, we require not the ordinary records of heat and humidity, but records of the cooling and evaporative value of the air, and it is such records that Dr. Leonard Hill advocated.

Dr. Hill produced maps showing that the energetic races of the world inhabit just those regions where atmospheric cooling and drying are most potent, and there can be no doubt that a practical application by any nation of the information given by a Kata-thermometer, and of the principles involved, would lead to a great accession of health, energy and productivity.

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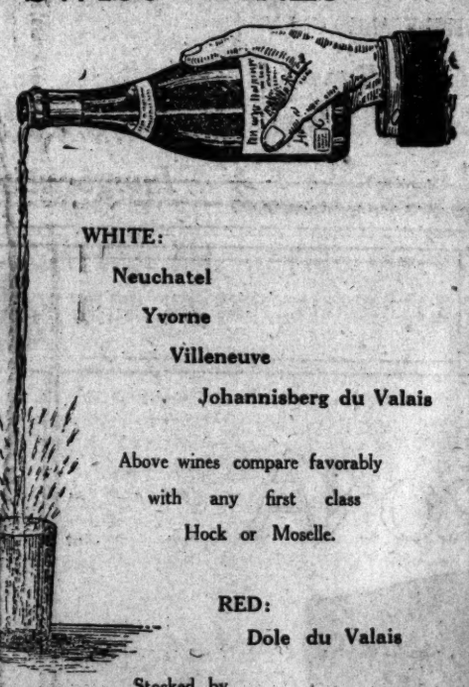

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NOTORIOUS CRIMINAL IS 'SAVED' BY THE WAR

Monk Eastman, Veteran Of Sing Sing, Wins New Soul As Fighting Man

Camp Upton, New York, April 1.—It is a long trail from the saloons of Christie Street to the front line in France, and in traveling it a man's soul may undergo strange transformation. The rattle of the gang fighter's automatic is only the faintest echo of the roar of battle, but one man who has stood up under the first carries in his heart something that made him endure the greater ordeal.

"Monk" Eastman has come back, physically and morally. Chieftain of one of the toughest gangs in the history of New York City; owner of a dozen aliases; gunman, robber and opium smoker; arrested scores of times; imprisoned thrice, Eastman is now a private in the 106th Infantry, waiting demobilisation here.

That is the physical part of the comeback. Colonel Franklin Ward, of the 106th, Major Scott Button, Captain James G. Conroy, Lieutenant Joseph A. Kerrigan and hundreds of the men who fought beside Eastman, have signed a petition, soon to be presented to Governor Smith, asking that Private William Delaney, of the 106th Infantry, formerly Monk Eastman, gang leader, be restored to citizenship.

He Made Good Soldier

For the spirit that brought Eastman up from a bouncer in a dance hall to the command of the toughest gang of "gorillas" that ever swaggered along the Bowery kept him in the forefront of the battle in France. Crouched in a dugout while the barrage thundered above, or creeping forward under machine-gun fire, Eastman was always cool and courageous.

Behind the lines, out of the stimulus of battle, his officers say he was also a good soldier. The man who had ruled his own gang of a thousand or more gunmen and thugs with an iron hand, submitted quickly enough to the discipline of the army. The hero of a dozen gunfights with the Paul Kelley gang proved the stuff of which he was made in the greatest gunfight of all time.

Machine-guns were his special delight, his officers say. Private Delaney, bomb in hand, crept forward and demolished them with even more enthusiasm than he displayed in earlier years in wrecking a polling place in an anti-Tammany district.

One while working his way forward to bomb out an especially annoying nest the German gunners caught sight of him. They could not depress their gun sufficiently to hit him, and Monk crawled forward on his stomach and blew them up with a Mills bomb. In the process the hail of lead that swept over him shredded away the heavy marching order pack he carried on his back.

Bullets are an old story to Monk. Time was when he laughed at the soldier's trade, displaying the innumerable scars stamped on his body by lead and steel and boasting that he had acquired them in "the battle of New York." He lead his gang in many a shooting affray against the Paul Kelly's. In one of these, fought on Rivington Street in 1903, more than fifty gunmen were engaged. His longest "stretch" in prison was five years, served in Sing Sing for a duel which he fought with policemen on Forty-second Street, near Broadway.

Something besides scorn of the lead that whistled past marked the demeanor of Monk Eastman on the battlefield and the story that Major Larsen, the regimental surgeon, tells is proof of this.

Eastman's company had been holding an unpleasantly hot part of the line. They had lost heavily before they retired to make way for another company. Eastman was reluctant to leave. He approached Major Larsen and asked permission to remain with the relieving command as stretcher bearer. All through the time that men of his company were resting, Eastman served in the front line trench, carrying back wounded men to the dressing stations.

From the beginning of his career, which has been written piecemeal on the police blotters of the East Side, Eastman [or Delaney] or whatever name is really his, has been a fighter. He first figured in East Side gang society as a professional bouncer, and became so adept in this trade that he rose rapidly to the command of a gang. From 1901 to 1904, the Monk Eastmans were a name to reckon with in lower Manhattan.

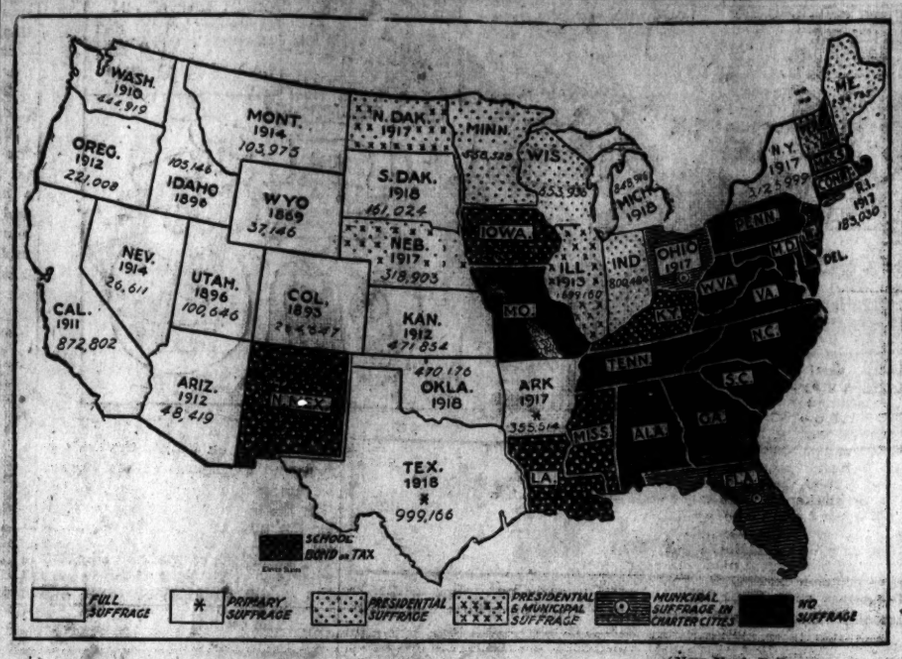
From his headquarters in Christie Street, Eastman sent out orders to his henchmen, which resulted time and again in collisions with the Paul Kelly gang, which ruled the Five Points.

Accustomed To Wounds

Several times, Monk was so badly wounded in these brawls that he was obliged to lay up in a hospital. He never accused any one of responsibility for his wounds, and contented himself with saying that he'd "get even" later. The presumption is that he always did.

In 1904 Eastman was sentenced to ten years for his gunfight with the police. He was pardoned in 1909, was sentenced to eight months in 1912 for opium smoking and two years, eleven months in 1915 for robbery.

Woman Suffrage Map Of The United States



(New York Tribune)

(Since this map was drawn Presidential suffrage has been granted by the Legislature of Missouri. That state should be white with black dots, assuming that the Governor will sign the bill.)

American Doughboys And Their Esperanto 'I Dich Aime'

The average American doughboy never heard so much language in his life as he did when he got to France, and naturally it produced its effect on him. His letters home began to be speckled with French expressions, sometimes correct, but mostly approximations. The doughboys who went to Alsace also had a chance to pick up German, and the results were sometimes a scrambled line of talk the like of which has never been seen before. A sample is given in the San Antonio Light, purporting to be a letter written by a doughboy to The Field Service Bulletin of the ambulance men in France:

"Cher Bulletin—Es ist long temps since I have vous ecrit parce qu'ich kann no longer parler ordinary Anglais, und I had peur that sie would nicht verstehe pas. Wir sind en Alsace, vous savez, und too many langues spoil the vocabulaire, nicht var? Die Leute par ici speak Allemand, les soldates talk French fluently, and wir, qui parle l'Anglais, get all mixed up. The Deutscherishers talk Francais and English un petit peu, the pollus sprichen Deutsch and English ein wenig. Darum wir parlent a little bit of tous les trois.

"This complicates la vie considerablement. Wenn you have auf ein Wirtshaft gegangen, la Madame says, 'Bonjour, monsieur, was wollen sie?' and vous dites, 'Guten Abend, madame, gebensie mir ein bouteille of beer.' Et quand vous avez finished, sie sagen, 'Combien?' and she says, 'Zwansiz sous.' Avant de partir you say, 'Gute nacht, madame,' et elle repond, 'Au revoir, mein herr,' and quelque pollu calls out, 'Good night—oh yess.' That machts es difficile.

"Aber ca ne fait rien, The Liberation von Elsass marche bien. Wir haben evacub tous des buvettes, and the Deutsche bier n'existe plus. We have achete beaucoup de German souvenirs to sell zum dem green peas auf dem Y.M.C.A. a Paris. Mais c'est verboten to go there maintenant. Wir mussen get permission to go en permission. Das ist sehr traurig, n'est ce pas. Peut-etre es ist var qu'on have saved the world fur la democratie, but la liberte is scarcer than hell on nous sommes. Il y a plenty of soldats Americans ici A.W.O.L. aber nous can't seem to macht ein get away. Der Weg zum Frieden ist ein route tres longue und tres mauvaise fur autos.

"We have had kein lettres from home depuis the armistice. Les Folks croyait that we were coming Heim tout de suite. And wir aussi. Aber nous were the bonnes poires encore. We would lieben d'etre mustered aus hier en France. Probablement we will to base camp alle, oder zum ein pare where we may have to arbeiten. That would be nicht gut, vous savez.

"Anyhow, notre division will be busted up bald. Und der armistice will be fin. Gott sie dankt. Wo wir will gehen, nous should worry.

"Volez-vous, cher Bulletin, accepter mes meilleurs sentiment, and wishes for ein Freundliche Weinnachten and a Prosit Neu Yahr, Mit lof. L. W."

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Lest We Forget

(Continued from Page 12)

dying. That happened not once but hundreds of times, not only in Ypres, but in Albert and Arras and many other towns under German gunfire into which we went with the nagging little devil of thought that at any moment death or horrible agonies preceding death might happen to us.

Yet our men went into these places and lived in them, laughing and whistling, taking the risk, day after day, and hiding that cold touch of fear which was somewhere in the heart of the bravest of them. Our troops and our transport went up the tracks which the Germans had registered with their guns. It was just luck, always, whether they passed between the bursts of shell-fire at "Suicide Corner," and "Shrapnel Corner," and "Hellfire Cross Roads," and out of Ypres along the Menin Road.

Often luck was against them and I saw the unlucky ones blown to bits, headless, or with smashed faces, or mere fragments of human flesh lying among dead and mangled horses, where a gun team had tried to dash past Arras station, or a transport column had come through Albert with its Falling Virgin. Yet no man ever shirked going up those roads of ill-fame, and if one transport column were destroyed another followed past the dead bodies of their comrades, past the dead horses and the broken wagons so that the men in the line should not lack for food or ammunition. And this happened not for one week or one month or one year, but for four years until the cemeteries behind our lines grew like forests of white crosses.

Behind the front lines where the communication trenches began no body of men moved in daylight without being "strafed" by the enemy's guns directed by watchful observers on the ridges with telephones connected with the batteries, so that all movement was by night. Further forward in the trenches battalions lived horribly in foul and perilous conditions.

The Germans on the high ground made their drainage flow into the British trenches and the heavy rains of Flanders flowed down naturally into the flats so that many of our trenches were waterlogged. Even in August I have waded waist-deep in water through trenches where English soldiers were holding the front line.

"That Grand Fleet of ours don't seem to be very active," said one of them, getting a joke out of his misery. "It's pity it don't steam down these blinking trenches and do a bit of fighting."

That was in Summer. In Winter when the water was ice cold it may be imagined what our men endured. They were always wet. They slept in wet clothes, sat in wet dugouts, stood in wet boots and the cold slime of mud in Flanders encased them, and put its clammy touch about their very souls. In the first two Winters of the war they were stricken with a disease called "Trench Foot." Its symptoms were exactly like those of frost-bite, a sense of burning until all sense was deadened and the feet blackened and rotted. Battalions lost 40 percent of their men for a time from this cause and in the old Ypres salient I have seen men of the 49th (Yorkshire) division crawling back from the trenches, or carried pick-a-back by their comrades, unable to walk a yard, and with both feet tied up in cotton wool at the field ambulance.

There was no comfort for them in their dugouts which were miserable holes in the wet earth without any of the comfort or safety of those deep tunnelled dugouts which the Germans had built for themselves below the ridges. They were not only wet but alive with vermin and our officers and men from decent, clean homes, some of them used all their lives to the delicacies and refinements of civilised life, found themselves swarming with lice and they hated this worse than the danger of five-point-nines and trench mortars with the risk of being buried alive in their dugouts or killed by a flying scythe of steel across their parapets. For the lice did not leave them alone by day or night and made life itself a foul and disgusting thing. Larger vermin—rats and mice—invaded the trenches and romped and squealed in the dugouts, attacking food supplies and careless of living men though they liked dead men best, and outside in No Man's Land, or in the bogs of Hooge—the worst hell of all where our men sat and lived amid the corruption of human flesh—gnawed dead bodies until their bones were bare and white.

British soldiers were great fighters but bad diggers, and the German trenches, dugouts, and earthworks were always better than ours, so that in the old stationary warfare their losses in daily casualties were less than ours. Later, when we captured many of their trench systems, our men made use of their deep dugouts and shellproof tunnels, so that their physical condition of life improved, but meanwhile there was greater intensity of gunfire on both sides, and all the battlefields were ravaged with harassing fire, which reached by long-distance guns twelve, fifteen, and even twenty miles behind the lines, so that men billeted in little villages a long way from what they thought was the danger zone were blown to pieces in farmhouses and cottages.

There was one house below Mont St. Eloi, near the Vimy Ridge, which was blown clean out by one shell, so that nothing but the outer walls remained, and not a trace was found of thirty-six Canadian soldiers who had been quartered there. It was the constant shelling behind the lines which wore down the nerves of the men and caused that new disease, unknown to manking before, called shell shock—the most horrible malady in war. Strangely enough, it affected the stolid, phlegmatic type of man more thon the nervous and highly strung, and it had nothing to do with lack of courage, but was a physical disorder of the nervous system caused by concussion.

During the attack on Thiepval, in the battles of the Sommo, I saw, a tall and strapping Sergeant Major go raving mad by shell shock. He kept clawing at his mouth and his body was shaken with convulsions, so that he had to be strapped to a stretcher. Another soldier near him, a young and handsome boy, was shaking in a kind of ague, staring wildly with a dreadful terror in his eyes, quite insane. After almost every battle we fought through four and a half years of fighting there was always a crowd of shell-shock cases, and I used to turn my head away from the sight of these poor boys, with their dazed and lolling eyes and that clawing geacure at the mouth. Our asylums are still full of them.

Every year, every month almost, intensified the powers of destruction on each side, or changed one form of slaughter for another. In the early days of trench warfare the Germans mined under our lines and our officers and men in places like the Hohenzollern redoubt and Fricourt and St. Eloi went about their duties with the awful consciousness that any moment the ground might open beneath their feet and bits of their bodies be hurled sky high. So it happened many times until by countermining we completely defeated the enemy's underground work.

Then the "Flammenwerfer," or flame-thrower made its appearance and our King's Royal Rifles in the Ypres salient were the first to see this new form of terror. As they stood-to in the trenches they were aware of some liquid falling lightly upon them, and it smelt of petroleum. A few minutes later they saw German soldiers advancing upon them with canisters strapped to their shoulders, and hose-pipes from which jets of flame gushed out twenty yards ahead. Some of the King's Royal Rifles caught fire and were charred to cinders. Others beat the flames out of their clothes, crying and cursing, and others in spite of their burns, fired through those tongues of flame, and Germans carrying canisters were burned to death in their own fire.

Then came the devilish use of poison gas, first used by the Germans in the second battle of Ypres, in April of 1915, when our men did not understand its meaning and retreated before that vapor of death through a wild stampede of civilians in Ypres until many fell, choking and gasping their lives out in the fields around.

One despatch rider, carrying urgent orders, rode forward through the tide of retreat until he fell from his motor cycle which dashed sixty yards ahead until it crashed into a ruined wall. That was in the Spring of 1915, and until the end of the war the Germans and ourselves developed and intensified this most dreaded means of destruction.

The enemy was devilishly ingenious in his methods and varieties of gas poisoning. He made it heavy so that it filtered down into our cellars in Arras and Armentieres where our men lay sleeping and breathed in its poison. He made it invisible and odorless so that when gas masks were invented our men did not know when to wear them. He made a gas which caused us to vomit, and when we took off our gas masks sent over another gas which killed.

And then he invented "mustard gas," the worst of all, which deposited a brownish powder and burned through men's clothes and raised enormous blisters and blinded them. With this gas, sent over in shells, he "strafed" our batteries and put many of them out of action, and caused thousands of casualties among our infantry, month after month. It was a dreadful sight to go through field hospitals where hundreds of these gas cases were lying, panting for breath, with their lungs turned to water, with their bodies burned, and with bandaged eyes. On one day in one section of the line there were 1,500 of these cases, and every day for many months there were hundreds. It was but poor comfort to our men in agony that our gas was even more deadly.

Yet, after all, these devices were but the trimmings and decorations of that death which is war. The slaughter in the battlefields by artillery, heavy and light; by machine-guns and trench mortars, was the main business of the enemy and ourselves, and both sides did their job thoroughly, with superiority on our side toward the end.

In those four and a half years our losses were nearly 700,000 killed and over 2,000,000 wounded. High figures. Crying out to the pity of God and man for all the sacrifice of splendid youth, and with much suffering of spirit and body to each individual before he lay quiet below a wooden cross or went home with a blighty wound, who can describe the terrors of the battlefield? I cannot, though I have gone through those fields on days of great battle and seen our guns blown up into the air by high explosives with their teams killed beside them, and have walked through tracks strewn with our dead and German dead, headless, with arms and legs flung far from their bodies, with dreadful mangled faces or with no faces.

I have seen, not once but scores of times, the long trail of the walking wounded, staggering back under shellfire with their arms about each other's necks, or hobbling alone until they dropped, to wait for the stretcher bearers or to die, so patiently that they hardly groaned—men with ghastly wounds revealed nakedly, blind men groping forward miserably with one hand tightly clutching a wounded comrade men so hideous in masks of clotted blood that I dared not look at them after the first glance.

The Flanders battlefields were worst of all because of the intensity of fire there and because of the state of the soil in five months of heavy rains so that each shell hole merging into another pit ten or twelve feet deep was filled to the brim and made great bogs in which dead bodies floated. Our men could only get through that ground ten miles deep to Passchendaele by duckboard tracks, foot and a half wide and greasy with slime, and "taped out" by German shellfire. They went into action at night up those narrow ways of death and if they slipped off the duckboard they fell up to the armpits or deeper into the slime-filled pits and their cries came wailing down the gusty wind. Woe betide a wounded man who fell like that. If there were no comrades handy to haul him out he sank deep into those bogs by Glencorse Wood and Inverness Copse and drowned.

After a battle in those swamps there were many wounded men lying there, and one of them told me how he recovered consciousness at dawn and thought himself quite alone and was very much afraid because of that loneliness, until he heard the voices of wounded wailing about him, and as the light of dawn paled over those gray fields of slime he saw bloodstained figures raising themselves out of the pits like dead men risen from their graves.

Afterward some of them clung to each other, or held hands like children, and so I met them and saw how they were shaken by the cold in their bones, and how the gray slime of the Flanders mud was clotted on them, engrained in the skin of their faces and hands, and plastering the clothes to their bodies, so that they seemed to have been buried and dug up again.

For five months in 1917 our British soldiers endured those things, and our losses reached fantastic heights. It amounted in the case of some divisions to all but annihilation. The two Irish divisions lost 2,000 men each before attackng a line of German "pill boxes" (or concrete block houses) in August of 1917. They were shelled for hours as they stood-to in their trenches before the battle—and then when then went into action each division lost over 2,000 more. In one case their loss was 62 percent of their total strength. In the other it was 64 percent.

During all the years of war, until the last phase, there were dreadful episodes like that when whole bodies of men, round Ypres, in Delville Wood and High Wood, on the Somme, at Gommercourt and Thiepval, were slashed to death by German gunfire. They were fine men, boys for the most part, from English counties and Scottish farmsteads and cities, and Irish villages, and I had many friends among them and loved them all, so that it was hard to go to a battalion mess after one of these battles and to find few familiar faces, but new faces of other boys who had come out to fill up the gaps, knowing that in a little while their turn would come.

But they came and did not try to shun their fate. They walked among the dead and knew the horrors of war, but they put on a mask of cheerfulness and hid any fear they might have in their hearts—God knows we were all afraid—and they were gallant to the end, hating this war as the hell it was but going through with it, and drinking to the very dregs its cup of agony, for the name and honor of the British race and for their own pride of manhood which would allow no surrender.

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Germany's Plight As Seen By An American

An Official Observer In Berlin Found Situation All But Irremediable

The economic situation in Germany is extremely serious and apparently all but irremediable, according to an American observer who has lately been in Berlin on an official mission. The man, whose position gave him access to all available information, thinks that the Ebert Government is, on the whole, the most reliable group in Germany, despite the fact that the trustworthy men in it are weak, and the able men untrustworthy. Bad as it is, however, he thinks that the present Government is the only bulwark against the complete domination of Bolshevism, which would undoubtedly have a profound effect in stirring up labor unrest in other countries of Central and Western Europe.

"The immediate situation in connection with the food supply is most critical," he said, "but this has been remedied as well as possible by the agreement which provides that Germany shall have 370,000 tons of foodstuffs a month until the next harvest. This is as much as can be supplied in view of the available shipping, and also of the available food; for while Germany is on very short rations the situation is as bad, if not worse, in Austria, Czecho-Slovakia, and Poland. The food supplies stipulated in the agreement just concluded are undoubtedly all that we can spare for Germany at the moment, and all that we could ship even if we could spare more. That will suffice for about two-thirds of a normal food ration for the German people until the next harvest.

"There can be no doubt that this computation is accurate, for all data furnished by the Germans were checked by Vernon Kellogg, who held a high position in the Commission for Relief in Belgium, and Dr. Alonzo Taylor, formerly attached to the Berlin Embassy. It does not depend on the German figures alone, for the Germans, while they are actually in need of food in most parts of the country—despite the reports that enough can be bought by men who are willing to pay high prices for it—are undoubtedly trying to hold up the Allies. They are talking about the danger of Bolshevism, hoping to scare the Allies into giving them more favorable terms; and they are talking about the food shortage as a promoter of Bolshevism in order to get more food. Nevertheless, with all discount made for the inveterate German propensity to get all that they can out of their enemies, the danger is there.

"The food supply promised by the new agreement, if properly distributed, will give a two-thirds ration till the next harvest. But the difficulty will by no means be past when that harvest comes, for as far as can be learned at present it will be only about one-half the average of pre-war times, and Germany will still be short of food.

Paying And Earning

"A still more serious situation, however, lies beyond. Germany must pay as much as possible for the damage she has done in the war. But how is Germany going to pay, and how is Germany going to live while she pays? If Germany were confined to herself alone, agriculturally and industrially, she could hardly support more than forty million people on a peace time basis. She did more during the war, on short rations and the plunder of the occupied districts; but on a peace basis it may be said that twenty-five or thirty millions of Germans are supported by what Germany gets out of her foreign trade. Unless we are prepared to see a wholly unwanted German emigration to other countries on an unprecedented scale, those people must be taken care of. If Germany is to pay what she owes to the world she attacked, she must be able to earn the money with which to pay it.

"Three factors come into this—production, distribution, finance. German industrial plants are very much run down, owing to the strain of war, the inability to replace machinery, the lack of lubricants, and other war conditions. Beyond doubt the machinery that was stolen from France, Belgium, and other countries will be returned and still further reduce the productive power of German factories.

"But when Germany has produced her goods she must sell them. Where will she sell them? Goodwill is an enormous factor in sales, and Germany has lost her goodwill the world over. Resumption of her trade with Western Europe and the United States will be exceedingly difficult on account of the universal bitterness against Germany. In Asia and South America she has had great markets which were lost in the war, and which have been supplied to a considerable extent by Allied merchants. Will British, French, and American business men be willing to sit back and give Germany a chance to regain her trade in South America and Asia? The feeling round in France by the proposals to allow Germany to resume her foreign commerce before the devastated districts of France were restored gives some indication of how little opportunity there is in this direction.

Russia Can't Trade And Pay

"There remains another great German market before the war—Russia. But Russia in its present chaos is unable to absorb manufactured goods, unable to pay for them, unable even to guarantee the ordinary conditions of safe distribution. Where is Germany going to sell the goods by the profit on which she will pay her indemnity and enable her people to live while they produce them? She cannot pay anything back at all unless we put a good deal of money into Germany, and it is a question what she can do then.

"There remains the question of finance. The mark is worth, generally speaking, something like 12 cents just now—about 50 percent of its normal value. You can get marks for 10 cents. And this is under blockade conditions, when German economic life was for the most part restricted to Germany. With the imminent lifting of the blockade the mark will fall still further. Foreign countries will demand some evidence of real values behind German exchange. The gold reserve will have to go on the indemnity. What else can Germany offer just now? The Government printing presses are working overtime turning out paper money, but the more turned out the less it is worth.

"Of course, the Germans are dwelling on all these considerations in the hope of getting better terms, and in any consideration of them it is necessary to discount the arguments of Germans whose ideas are the same as always, and who want to get as much as they can out of their enemies. Nevertheless, the considerations have some weight apart from what the Germans say. When the German factories are reopened it will be necessary to get men to work in them. At present there are some 325,000 unemployed in Berlin alone receiving unemployment allowance from the Government to keep them from joining the revolutionists. A man unemployed gets six marks a day; if he has a wife he gets four marks more, and another mark for each child. The father of a family of six would thus get sixteen marks a day for doing nothing. It is not an incentive to industry; and the fact that the mark is worth less every week does not stimulate the desire to work, but only to get more marks.

"If Germany goes Bolshevist, Bolshevism will not stop in Germany. It will mean that once more Germany is acting with Russia, and in view of the bad economic conditions in western Europe there will be grave danger in England, France and Italy. America is no doubt better off than any other nation, but we could hardly go through the period without grave disturbances, at the very least; each new country that goes Bolshevist means that much more weight behind the revolutionary elements in every other country.

"The present German Government is composed of very divergent elements. The strongest party is the Majority Socialist, and the leaders of this party for the most part seem to be intent chiefly on internal reforms and less obsessed by the insistence on the maintenance of Germany's external power and glory. But in order to have a majority, the Socialists have had to co-operate with the German Democratic Party. This group contains some men whose ideas are more or less in consonance with those of liberals in the Allied countries such as Theodore Wolff of the Tageblatt; but the leaders are far less reliable. I can sum it up by saying that the strongest man in the German Democratic Party appears to be Count von Bernstorff. Some of the others who are powerful are Dr. Bernhard Dernburg and Friedrich Naumann of Central European fame.

Bernstorff In Power

"Bernstorff is really the German Foreign Office just now. He holds no formal position, but he has a suite of rooms in the Foreign Office building. The Foreign Minister, Brockdorff-Rantzau, is his cousin; he is credited with being a sort of Liberal. Apparently he tries to be as Liberal as he can, but he has spent his life in the German diplomatic service, which means that he doesn't know how to be very much of a Liberal. His reputation is good because he was at Copenhagen, at the capital of a small neutral country, during the war, but he appears to be dominated by Bernstorff. His secretary, while I was in Berlin left him to become Bernstorff's secretary, and all the Germans regarded it as a promotion.

"It was natural that the new Government had to turn to these old diplomats, for the Ebert administration was composed of men who had had no experience outside of Germany, and who, when they wanted experts in foreign relations, had to go back to the servants of the old Government. But the result has been very unfortunate. The Foreign Office today exercises much of the influence that used to belong to the General Staff. It seems to have a pretty good information service at the Peace Conference and in Allied countries, and its influence is all in favor of what the Germans call a 'just peace,' that is to say, a peace which will leave Germany as nearly as possible as she was before the war.

"It is largely from this group, from the Foreign Office, the Democratic leaders, and the elements which they represent that you hear the clamor against giving up Alsace-Lorraine and German Poland and the colonies and against the payment of indemnities. To the bulk of Germans these questions are secondary to the resumption of economic life. Nevertheless, the outcry over them is having much effect.

"In the case of Alsace-Lorraine, for instance, there has lately been a great demand in Germany for a plebiscite. It is not because the Germans think that a plebiscite would show any other result than the desire of the inhabitants to return to France, but because they think that the Allies will refuse it, and that they can hold this up to some future generation of Germans as an instance of the refusal of self-determination in favor of an annexation by force.

Newspapers Keeping Up Discontent

"The effect of all this agitation is increased by the newspapers. None of them has betrayed much indication of realising the real state of affairs in Germany and the serious difficulties which confront the people. They are for the most part occupied with attacks upon the Allies and vituperation over questions of the armistice and peace; such foreign news as they contain—and it is not much—is unreliable. In general the newspapers are far from being so good as they were before the war; and they are contributing a good deal toward keeping up the general unregenerateness of the German mind.

"Bavaria is running almost as a separate government; its Minister in Switzerland issues passports for travelers entering into Bavaria when the German Minister will not, and once they are in Bavaria they can easily go through the rest of Germany.

"The men who seemed to be reliable, from the allied point of view, were Auer, the Minister who was assassinated in Bavaria; Ebert, and Noske, the present Minister of Defense. Scheidemann appears to be thoroughly untrustworthy, affected by the old German psychology; Ebert means well, but is rather weak.

"The Ebert Government is being held up today principally by Noske, who has had charge of the suppression of the Spartacide revolts. Noske came into prominence first in last November in connection with the naval mutiny. He is a hard-headed, two-fisted person, who knows practically nothing of affairs outside of Germany, but is a man of force and well informed on conditions inside the empire.

Will The Army Stand Firm

"Noske, however, must depend on his soldiers. The chief commander of those in Berlin is General von Luttwitz, who used to be Military Attache in London and has an American wife. He was Military Governor of Brussels early in the war, and was recalled, according to report, because he was too lenient with the Belgians. Luttwitz takes his orders from Noske; but it is not altogether certain what would happen if he refused to obey them. On the other hand, Luttwitz is not in direct control of the troops; he is in general command, but the soldiers who can be relied on are such as the Gerstenberg and Reinhardt troops, who may perhaps be more loyal to their individual commanders.

"Each of these bodies was originally a unit commanded by Gerstenberg or Reinhardt or some other officer who persuaded his men to hold together and remain loyal, and who built up around them a larger force. With the original regiment as a nucleus, there were added great numbers of volunteers, many of whom had been officers under the old regime. These troops receive very high pay—I have heard 20 marks a day—and are given privileges; it is a question how long Noske and Ebert could rely on them if the value of the mark fell too far. Already it has been necessary to disarm some marines and sailors who were included in these forces.

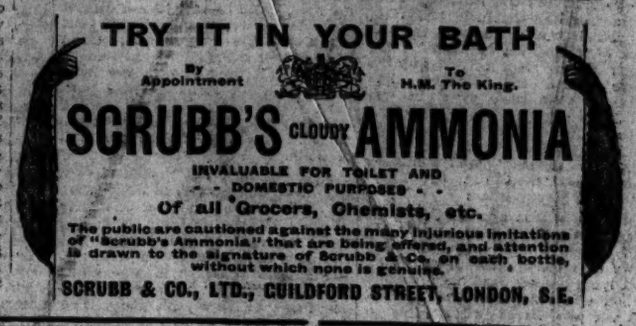
"This army of national volunteers which has suppressed Spartacist risings in Berlin and elsewhere is quite different from the remains of the old army, the so-called 'corps troops,' who are still under the remains of the old General Staff headed by Hindenburg. Most of these troops are in Eastern Germany, but their value is very doubtful. They have been much infected by Bolshevist propaganda, and they could probably not stand up against a well-fed, well-disciplined, patriotic army. Their number is apparently about 200,000.

The Hohenzollerns Finished

"I found very little sympathy for the Hohenzollerns. Such a feeling undoubtedly exists, principally among officers of the Junker class, and among pastors and professors who made their living from the State before the revolution. But I do not think it is very widespread. Much more general is the sentiment in favor of a constitutional monarchy on the English model; who would be the monarch in that case no one knows; perhaps Prince Max of Baden, perhaps some one else. But in any case this is a secondary question; the main issue is Bolshevism against democracy.

"The mass of the people, despite the attitude of many of the political leaders, are comparatively devoid of interest in questions of boundaries and colonies. So far as they have a feeling it is of course in favor of the 'just peace,' the status quo ante; and the sentiment in favor of the union of German Austria with Germany is practically universal.

"But the great question is how Germany can be set to going economically; and given the best will in the world on the part of the Allies, and a far better spirit on the part of the Germans than they have yet manifested, the solution is going to be extremely difficult."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Kiangsu City Has New Facilities For Education And Phyical Development Of Students

(China Press Correspondence)

Sungkiang, Ku, May 8.—The last three days have been days of particular interest in Sungkiang. Day before yesterday the Public Library Building and Public Athletic Field were formally opened. The Public Library Building is a very creditable one for Sungkiang. Besides the Library, this building will also accommodate the District Educational Bureau. The athletic field is a good one and it will mean much to the youth of this district to have such a place where they may enter into friendly and pleasant competition. The next generation will see a different type of Chinese because of the establishing of such grounds thoughout the republic.

Yesterday and today were athletic field days. Yesterday twelve intermediate or higher primary schools engaged in drills and athletic contests. There were nine boys' schools and three girls' schools. The Girls' Higher Primary No. 1 acquitted itself very creditably.

Today was the Primary Schools' field day. There was not so large a crowd as yesterday, but there seemed to be a good deal of interest shown.

HOUSES AT MOKANSHAN DAMAGED BY BIG STORM

(China Press Correspondence)

Hangchow, May 5.— A tremendous wind storm passed through this section last Friday morning, May 2. It was bad in Hangchow, the worst for years, but much worse on Mokanshan. The writer and Mr. McMullen spent yesterday investigating conditions on the mountain. The wind was not a typhoon, but a cyclone or tornado, though it was not accompanied by rain or electrical display. There was evidently a rotary, whirlwind motion to it from the way it picked up roofs and set them aside. It seems to have blown from every direction and to have come from no one knows where. When it once struck the mountain it certainly went with a hop, skip and a jump.

It was freakish in the extreme, following no definite line but picking out houses here and there, omitting some of the best targets and striking some of the apparently best protected. Around at the extreme end of West Point Road it took its toll of tiles, which was most of them, from the house of Mr. Lowry Davis and left the rest pulverised on the roof. Coming to the Ridge, the favorite battleground of the wind, it struck Mr. McMullen's house, and drove in the glassed-in porch, smashing glass and frames, but with no serious damage.

The worst wreck is Mr. Malone's house. With the exception of one strip on the northwest side the entire roof was taken off, the iron roof-plank and even heavy roof timbers all going and landing in great pieces on the mountainside. Playing around Yinsan it paid its compliments to Mr. Moffett's house, taking most of the verandah and a good sized slice of its main roof, leaving it open to the elements. Dodging around the corner it smashed almost every tile on Miss Goudge's roof, giving the appearance all around the house of its having rained tiles. Next on the way down it touched up Dr. Price's roof with considerable damage. Passing over the Talmot house, sweeping off a shower of tiles and smashing a dormer window, it tackled the W. H. Hudson house, damaging the roof and actually driving in a front door, frame and all. Not to neglect Mrs. George Hudson it took a strip of roof plank, felt and all, off the front verandah and a similar one off the little chapel. The DuBose house, which stands out so prominently, escaped entirely and the freak passed on to the little Junkin house, so well protected that it must have been difficult to find, and took off half the roof, carelessly throwing planks and iron some to the side and some to the back. Turning up its nose at others, except for a slight caress of the administration building, it passed to Mont Clair, leaving something more than half the roof on Mr. Estes' house and scattering debris in every direction.

Some amusing things happened. The comb of the roof of the Gaunt house was peeled off except for three feet, making it look bald headed. The same thing happened to Dr. Tucker's house, though there was originally only a small comb on it. Tiles were blown from the small out-house of Mrs. Kennedy entirely across the Ridge Road, while the small cottage belonging to Mr. Woodberry was pretty well opened up to the sunshine and rain. The Cranston house from the front seemed in perfect order but step to the rear and its undress was not to be hidden, a good part of its roof being lifted up and pitched to the grass below. A sheet of iron roofing accompanied by its planks and a vernadah post decided to fly from the former Johnson house, striking Mr. Evans' house just at his bed room window and rudely disturbing his slumbers.

Owing to the thoughtfulness of Mr. Evans and Mr. Pape many people were notified of the damage done to their property, and both were ready to take emergency measures to protect houses. Fortunately there has been no rain. Mr. Pape kindly offers to look after repairs for any who cannot conveniently do it themselves.

J. M. Blain.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MAY 11, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Chefoo	Hsinfung	22.00	..	..	..	..	22.00
Hongkong and Canton	Hsintah	22.00	..	..	..	..	22.00
Tomorrow.							
Japan & America, via N'saki	Yamashiro M.	..	..	..	..	a20.00	19.30
Europe via Hongkong	Shidzuoka M.	..	..	..	..	c16.00	15.30
Hongkong	Shidzuoka M.	..	15.30	..	..	..	..
H'Rong, S. Ports, A'tralia, Straits, Ceylon, India and Europe	Shidzuoka M.	15.30	..	..	..	..	15.00
Japan Ports	Yamashiro M.	19.30	..	..	..	..	19.00
Japan Ports	Yamashiro M.	..	17.00	..	..	..	..
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Weihaiwei and Chefoo	Tungchow	9.00	..	..	..	..	8.30
Weihaiwei, Chefoo & Tientsin	Tungchow	..	11.00	..	..	..	..
Japan Ports	Kumano M.	11.30	..	..	..	..	11.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	do	..	17.00	..	..	..	..
Tuesday, May 13.							
Weihaiwei and Chefoo	Shuntien	14.00	..	..	..	..	13.30
Weihaiwei, Chefoo & Tientsin	Shuntien	..	14.00	..	..	..	..
Hongkong and Canton	Sinkiang	9.00	..	..	..	..	8.30
Hongkong	Sinkiang	..	9.00	..	..	..	..
Weihaiwei and Chefoo	Koonshing	14.00	..	..	..	..	13.30
Weihaiwei, Chefoo & Tientsin	Koonshing	..	9.00	..	..	..	..
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Vladivostok and Siberia	Via P. & H.	7.00	..	..	..	..	17.00
Wednesday, May 14.							
Swatow and Hongkong	Hopsang	..	10.00	..	..	..	..
Swatow, Hongkong & Canton	Hopsang	10.00	..	..	..	..	9.30
Japan Ports	Omi Maru	9.30	9.30	..	..	..	9.30
United Kingdom, via Suez	*Lycaon	..	14.00	..	..	..	..
Thursday, May 15.							
Amoy and Hongkong	Suiyang	..	10.00	..	..	..	..
Amoy, Hongkong & Canton	Suiyang	10.00	..	..	..	..	9.30

*Parcel only

B Letters and boxes with declared value 7:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

C Letters and boxes with declared value 8:30 p.m.; parcel post and money orders 3 p.m.

E Registered articles 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsinan, Tientsin, Petking, etc.

a.—at 21 for S.N.R. 23 o'clock train
b.—at 7 for S.N.R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

Classified Advertisements

Exchange and Mart

FOR SALE, one English B.S.A. motor-cycle, 4¼ h.p., three speeds and kick-starter, completely enclosed chain drive. Almost new, only ridden 200 miles, owner buying car. Price Tls. 350. Can be seen and tried by applying to Box 138, THE CHINA PRESS.

23516 M. 11

WANTED, one small foot-power printing press, with type-setting capacity of 8×12 inches. State condition and price to Box 137, THE CHINA PRESS.

23515 M. 11

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.

23429

FOR SALE, a few sewing machines at reasonable prices. Owner leaving Shanghai. Please apply to Liengyi Mercantile Company's Sewing Machine Department, 11 Soochow Road.

23419

FOR SALE, a trained pedigree pointer dog, three years old. Apply to Box 127, THE CHINA PRESS.

23489 M.13.

FOR SALE, Indian motor-cycle, 7½ H.P., in perfect condition, supplied with comfortable side-car, electrically lighted throughout. Tls. 425 or nearest offer. Owner leaving for Home. Apply to Box 125, THE CHINA PRESS.

23487 M.13.

FOR SALE, upright grand piano by Broadwood and Sons, indistinguishable from new. Beautiful action and tone, cost $800, will accept reasonable offer. Reply to Box 120, THE CHINA PRESS.

23472 M.11.

FOR SALE, one 6-cylinder "Buick" Roadster, in thoroughly good condition, less than 12 months old. Owner leaving Shanghai. Apply Arnhold Bros. and Co., Ltd., Engineering Department, 4 The Bund.

23479

RARE opportunity for collectors and others. Complete set Japanese colour prints; 53 views of Tokkaido by Hiroshige, in beautiful condition, also a few other prints, all genuine. Inspection can be arranged. Will sell cheap. Apply to Box 123, THE CHINA PRESS

23480 M.11.

APARTMENTS WANTED

WANTED, flat suitable for doctor. Apply to Box 136, THE CHINA PRESS.

23511 M. 14

SITUATIONS WANTED

POSITION WANTED: A young widow, for many years resident in China, speaking different languages, seeks position as lady's companion or housekeeper in boarding house or hotel. Outports no objection. Apply to Box 139, THE CHINA PRESS.

22514 M. 14

EXPERIENCED young lady steno-typist desires a half-day position. Apply to Box 111, THE CHINA PRESS.

23438

HOUSES TO LET

TO LET, modern residence, six rooms, two baths, large garden. In best residential district in French Concession. Tls. 150 per month. 34 Rue Massenet. China Realty Co., Ltd.

TO LET, from June 1st, modern detached residence in fine locality, five rooms. Garden. Tls. 100 per month. 197 Bis Avenue due Roi Albert. China Realty Co., Ltd.

TO LET, 497 Avenue Joffre. Residence containing six rooms, two baths, attic. Hot and cold water. Garden. Tls. 85.00 per month. China Realty Co., Ltd.

23496

FOR RENT, large house on Szechuen Road Extension, near Public Park, two years' lease, furniture and fittings to be taken over. Apply to Box 124, THE CHINA PRESS.

23486 M.14.

KULING HOUSE for rent, well-furnished, superb location, four bedrooms, etc. Reply to Box 118, THE CHINA PRESS.

23462 M.11.

TO LET, 20 Yates Road, detached eight-roomed residence, tennis, garage, stabling. Apply premises or J. T. Hammond, 51 Szechuen Road.

22386

TO LET, 44 Sinza Road, excellent residence of four large and three small rooms. Apply premises or J. T. Hammond, 51 Szechuen Road.

22387

TO LET, 450-E Avenue Joffre, residence of six rooms. Modern improvements. Apply premises or J. T. Hammond, 51 Szechuen Road.

22388

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 24)

The Oriental Hospital

Surgical and Venereal Diseases: Injections of all kind of vaccines, serums and 1914 (606); Tests of blood. treatment by X Ray and Diathermy.

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21666

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and
Dr. G. KAWABE
Y-A 4 Barchet Road: Tel. N. 611
(near American Alliance Church)

20796

Dr. med. F. T. Kiang
Physician and Surgeon

(Formerly Assistant at the Surgical University Clinic of Berlin)
Specialist in veneral diseases.
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Consultation Hours: 2-4 p.m.
Telephone: No. C. 3844.

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People living in China should consume the products of local industries, especially food stuffs.

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17897

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WITH

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El Oriente Cigar Factory Is American Concern

Governor-General of Philippines Issues Important Announcement

Walter E. Olsen & Co., Buy Largest Cigar Factory in Manila from Alien Property Custodian of U. S.

The world famous El Oriente Cigar Factory of Manila, Philippine Islands has passed into American hands. The Alien Property Custodian announces its sale to Walter E. Olsen and Company.

El Oriente Cigar Factory has been established since 1883 and it is well and favorably known here. Every detail of manufacture, from the cultivation and care of the tobacco, to the clean and careful handling in the most modern and sanitary factories, has been carefully studied, with the result that the products of the factory enjoy a world wide enviable reputation.

The policy of the new owners will be to maintain the same high standard of quality that has made El Oriente cigars a by-word for good smokes throughout this country. The warehouses of the company contain more than three million pesos worth of tobacco, carefully selected and of the highest quality. This in itself assures smokers of a mild uniform blend, that from a point of quality and aroma is unexcelled.

The Governor-General of the Philippine Islands has sanctioned the issuance of the following statement, in order that the smoking public of China may be put in possession of the facts concerning the Oriente Cigar Factory:

Office of the Governor-General of The Philippine Islands

Manila, Feb. 18, 1919.

To whom it may concern:

"The Governor-General of the Philippine Islands has received the following self-explanatory letter from Mr. Douglas M. Moffat, managing director for the Philippine Islands of the Alien Property Custodian of the United States of America:

"United States of America the Alien Property Custodian Office of the Managing Director In The Philippines Manila.

February, 12, 1919.

'Dear Sir:

'At the request of Walter E. Olsen Company, I beg to advise you that the El Oriente Cigar Factory and business as a going concern was sold by me, as representative of the Alien Property Custodian of the United States, at public sale, to the Walter E. Olsen Company, the highest bidder therefor. The sale has been confirmed by the Washington office of the Custodian and the Olsen Company has paid the purchase price, and is now in possession of, and operating, the factory and business. The Olsen Company is a corporation organised under the laws of the Philippine Islands and all of its stockholders are American citizens. The enemy interest should, therefore, be considered as eliminated and the business entitled to the same consideration as other American business.'

Yours very truly,
(Sgd.) DOUGLAS MOFFAT.
Managing Director for the Philippine Islands.

The Governor-General,
Manila, P. I."

"I hereby certify to the authenticity of the signature of Mr. Douglas M. Moffat, Managing Director for the Philippine Islands of the Alien Property Custodian, on the original of the above-quoted letter which is on file in this office. I further certify that the records of the Division of Archives, Patents, Copyrights, and Trade-Marks of the Philippine Government show that Walter E. Olsen and Company is a Philippine corporation duly organised under the laws of the Philippine Islands and that all of its stockholders are citizens of the United States of America."

By authority of the Governor General.
(Sgd.) J. L. IRWIN,
Secretary to the Gov.-Gen.

The business of this concern will continue under its old trade name "EL ORIENTE FABRICA DE TABACOS."

The new owners announce that El Oriente Fabrica de Tabacos is not directly or indirectly connected with Oriente Tobacco Manufactory of Hongkong, and that the former arrangement whereby the latter company was privileged to use the labels and trademarks of El Oriente Fabrica de Tabacos has been withdrawn.

The world famous cigar packed under "LA PERLA DEL ORIENTE" and "EL COMETA DEL ORIENTE" brands will henceforth be manufactured only in Manila.

The Tabaqueria Filipina, 34 Nanking Road, Shanghai, have been appointed Agents for China including Hongkong for the above brands.

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FOR CARGO, PARCELS AND SMALL CONSIGNMENTS
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Rates forwarded on application, or representative will call.

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203/205 Boundary Road, Shanghai. Tel. North 338
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Telephone, Central 4208

22173

THE CHINA MUTUAL LIFE INSURANCE CO., LTD.

Head Office: 10 Canton Road, Shanghai.

NOTICE is hereby given that the Twenty-first Annual General Meeting of the China Mutual Life Insurance Company, Limited, will be held at the Company's Offices, 10 Canton Road, Shanghai, on Friday, the 16th day of May, 1919, at 4 p.m.

The Transfer Books of the Company will be closed from the 2nd day of May, 1919, to the 16th day of May, 1919, both days inclusive.

By Order of the Board of Directors,
J. K. TWEED,
Secretary.

Shanghai, 30th April, 1919.

22349

The Church And The New Era

It Is Joining In The Demand For Alleviation Of Condition Of Masses

Is the Church returning to Christ? Has it rediscovered the path of the first and greatest Democrat? There are indications that it has. There are indications in more countries than one that, broken by the war from its moorings of fixed habit and tradition, it has re-examined itself and found that, like all modern institutions—theindustrial system, the press, the school, the law—it had drifted away from life and expressed the needs only of the substantial and prosperous classes and ignored the vital concerns of the mass of men. The Church of England in its representation on the Whitley Commission and the other bodies that have been genuinely investigating what life means to those underneath; and now the Roman Catholic Church in America in its outspoken demand for fundamental economic reform are signs of the Church's coming anew to realisation that the House of God is for all mankind, that a real living church, the real Church of Christ, must bespeak the real Christ, must reach down to the roots in the lives of low as well as high." And that the spiritual cannot flower in men to whom all but the ba rest shreds of existence is denied. The article below deals with the pronouncement of the American Catholic Church. It is a remarkable social document.—EDITOR THE CHINA PRESS.

By Raymond Swing
(*New York Nation*)

THE way for the German democracy represented in the Weimar Assembly was prepared by the remarkable affiliation of Catholics and Socialists. The Reichstag resolutions of July, 1917, were the work of this partnership under Erzberger and Scheidemann; this combination was answerable for the rise of Prince Max, and, in a measure, for the abdication of the Kaiser. Such a collaboration might perhaps have prepared us to look for a similar alignment here in the United States; yet the pronouncement on reconstruction by the four bishops of the American National Catholic War Council has been as surprising as was the formation of the free Reichstag bloc, and it is likely to prove in some respects as potent.

Though the American Catholics in announcing a striking economic program have not entered the political lists, or made allies of the Socialists, the church is expressing the same spirit here as in Germany. It disavows what many have considered its previous predilections; it positively espouses the interests of labor. And from such candor and practicality may spring a growth of invaluable political realities. It might be distorting the parallel with the German development to deduce a future of open co-operation as in Germany, but it is obvious that a kinship has been established which is likely to express itself explicitly at such moments as elections.

The statement on reconstruction is signed by the four members of the administrative committee of the National War Council—Bishops Muldoon, Schrembs, Hayes, and Russell. After pointing out that in contrast with Europe we are confronting no great social changes, it proceeds with several immediate concrete proposals: the settlement of soldiers and sailors on unused lands; the extension of the Government employment service; the perpetuation of the War Labor Board; the abolition of child labor; the limitation of women in industry to suitable work and to the narrowest essential bounds, on the same basis of pay as men for equal work; and the provision of universal vocational training, of a nature that does not deprive children of one class of the elements of cultural instruction, or weaken parochial and other private schools. Co-operative stores are recommended as a more effective means of reducing the cost of living than Federal price control. But in the priceless experience in management that co-operation gives to workers and consumers the bishops see greater merits than the mere saving of middlemen's profits. Without this training, they say, "desirable extensions of Governmental action in industry will not be attended by a normal amount of success."

The radical character of the pronouncement is in its treatment of the ethics of remuneration and industrial management, and the philosophy of its carefully worded statements marks the leaders of the church as among our advanced labor thinkers. No satisfaction is found in the mere minimum for a decent livelihood. "After all," it is declared, "a living wage is not necessarily the full measure of justice. In a country as rich as ours, there are few cases in which it is possible to prove that a worker would be getting more than that to which he has a right if he were paid something in excess of this ethical minimum. Why, then, should we assume that this is the normal share of almost the whole laboring population? Since our industrial resources and instrumentalities are sufficient to provide more than a living wage for a very large proportion of the workers, why should we acquiesce in a theory which denies them this measure of the comforts of life? Such a policy is not only of very questionable morality, but is unsound economically. . . . The only persons who would benefit considerably through a general reduction of wages are the less efficient among the capitalists and the more comfortable sections of the consumers. On grounds both of justice and sound economics we should give our hearty support to all legitimate effort made by labor to resist general wage reductions."

The bishops consistently point to remuneration as the greatest of the fundamental issues. They advocate the enactment of a legal minimum wage by State Legislatures, sufficient for a man to provide decently for his family, and for a woman worker to enjoy decent individual support. They would keep, however, an outlook upon the day when this minimum would be high enough to permit the worker to care not only for the present needs of his family but for the future as well. Social insurance against illness, invalidity, old age, and unemployment is looked upon as undesirable in itself, but as a temporary aid to be provided by the state until the time when wages shall have reached a higher level. "The ideal to be kept in mind is a condition in which all the workers have the incomes and the responsibility of providing for all the needs and contingencies of life, both present and future."

The plan for labor's participation in management is copied from the program of the English Quaker employers, who would concede to employes representation in the industrial part of business management: "the control of processes and machinery; nature of product; engagement and dismissal of labor; hours of work, rates of pay, bonuses; welfare work; shop discipline; relations with trade unions." The establishment of shop committees, working wherever possible with the trade union, is the method suggested. "There can be no doubt," says the report a that frank adoption of these means and ends by employers would not only promote the welfare of the workers, but vastly improve the relations between them and their employers, and increase the efficiency and productiveness of each establishment."

The report reverts to the subject of remuneration in its concluding and highly significant formulation of ultimate and basic reforms. It finds three chief defects in the present system: enormous inefficiency and waste in production and distribution; insufficient incomes for the majority of workers; and unnecessarily large incomes for a small minority of privileged capitalists. The last evil, it declares, must be corrected by a return of competition, by the adequate governmental regulation of such public service monopolies as will remain under private operation, and by heavy taxation of incomes, excess profits, and inheritances. "The principle is clear that human beings cannot be trusted with the immense opportunities for oppression and extortion that go with the possession of monopoly power." The evils in production and distribution, it asserts, would be in a great measure abolished by the living wage, industrial education, co-operation, and labor's participation in management.

The report continues:

"Nevertheless the full possibilities of increased production will not be realised so long as the majority of the workers remain mere wage earners. The majority must somehow become owners, or at least in part, of the instruments of production. They can be enabled to reach this stage gradually through co-operative productive societies and copartnership arrangements. In the former the workers own and manage the industries themselves; in the latter they own a substantial part of the corporate stock and exercise a reasonable share in the management. However slow the attainment of these ends, they will have to be reached before we can have a thoroughly efficient system of production or an order that will be secure from the danger of revolution. It is to be noted that this particular modification would not mean the abolition of private ownership. The instruments of production would still be owned by individuals, not the state."

Despite this veritable social ownership—the substance without the title—the report declares that the present industrial system is destined to last for a long time in its main outlines; private ownership, or capitalism, is not likely to be supplanted by a collectivist organisation of industry "at a date sufficiently near to justify any present action based on the hypothesis of its arrival." "This forecast we recognise not only as extremely probable but as highly desirable; for, other objections apart, Socialism would mean bureaucracy, political tyranny, the helplessness of the individual as a factor in the ordering of his own life, and in general social inefficiency and decadence."

This is the first American reconstruction program from any source which places so positive an emphasis on the factor of production, and which in any way states the underlying truth upon which future building is to be founded: that the worker must be free to reach his maximum. During the first century of industrialism the principal struggle has been to set minimum standards; the goal of collective movements and the focus of theory alike have been, not to compel capital to share its power, but to prevent exploitation. The war, by creating for the first time the unescapable necessity for the highest possible social service on the part of industry, terminated this long class conflict. It stands now among the tenets of civilization that the workers themselves shall guard their minimum rights. But reconstruction must not be limited to carrying over into peace times the practices proved invaluable by the war.

A few of our engineers have known that industry is a new machine by no means yet perfected. It is a shocking fact that in America, measured by an absolute gauge, it is not twenty-five percent efficient, as competent authorities declare. It is shocking to be faced with unemployment and with quarrels over the variation of a few cents in wages; or to listen to capitalistic objection to the demand for workers' elementary rights while our factories as a whole might be producing four times as many goods, paying four times as high wages, and netting four times as large profits, if industrial management were perfect and the worker . . . contributing their best.

[illegible] cannot be obtained [illegible] present managed. [illegible] who works is the final [illegible] is psychologically incapable [illegible] fullest intelligence if he does not receive the returns from the intensified effort. The experiments in new techniques of management will not be generally successful until they are immediately supervised by labor for labor's profit.

Underneath the present unrest is the instinct that something in the system is profoundly wrong. In Russia the ownership of property has been transferred to the state in an effort to find the cure. But this is aslo only a method of approaching the larger issue. Not the partition of wealth, but the creation of it, is the great industrial motive of the race. In America there are two obstructions in the way of creation, the ignorance of capital and the discontent of labor. Reconstruction which does not efface these difficulties cannot build for permanency.

Even the insistance of the bishops' program upon labor's participation in management is not strong enough. Management must be revojutionised. It must go into the hands of engineers, so that the men who construct the machines will oversee their operation. Then let these practical technicians be responsible also to the workers who are the chief resource of manufacture. There will be few quarrels between a manager and his men if his work is to train them to earn higher wages. There can be no economist to deny that a fully productive plant is rendering pure social service. And these conditions cannot prevail until the ethics of co-operation are effective.

The bishops have discerned the ethical values in the situation and it makes little difference by what name their scheme is called. Theirs was a sermon that had to be preached with consummate discretion and tact. But if the individuals own their tools in an industrial state, if co-operative enterprise is extensive, if labor is copartner in all manufacture, if management is answerable for processes, machinery, and pay to the workers, and if the state absorbs excess gains, would even the most arrogant Socialist hesitate to name such condition the fulfilment of his dream, even though it meant the disregarding of his dogma? But terminology is beside the point. Neither Socialism, communism, plutocracy, nor any other arrangement of the social apparatus can serve unless it operates, and it can not operate unless the industrial equation is solved as a human problem.

The bishops have taken a courageous step, possibly one that some day will be designated as the most serviceable that Catholicism has recently ventured in America. The paucity of constructive thinking in these last months has been in keeping with our inveterate opportunism in dealing with the subject of economics. That a quartet of Catholic clergymen should give the country stronger labor doctrine, more intelligibly presented and more persuasive, than the reconstruction committee of the American Federation of Labor, is a clue to the times. The only fight that labor need wage alone has been won, and the victory of the minimum awaits only the somewhat tedious process of registration. But the old labor organs have also to be supplanted, for they do not see the social possibilities of new creeds. Production is not a particular concern of two restricted groups, but the central economic consideration of society in its self-transformation. The leadership of thinkers previously so remote as the clergy is not an accidental phenomenon.

But the activity in this study of the Catholics, one may be certain, is also the result of astute calculation. The church has always been a skilful news-gatherer, and it is as thoroughly awake to the alarms of the hour as any modern state. It provokes comment that its two choices have been to instigate, in Germany, the work of freedom, and to expound, in America, the self-same doctrines of economy for which less sagacious dialecticians are lying in prison.

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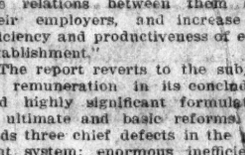

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(10)

Pleasant News For Americans

Romance in Income Tax

Taxes are generally believed to belong to the prosiest section of the realm of prose. An income tax, however, which calls for widespread self-revelation and a golden flood of six billion dollars pouring into the national treasury, appeals strongly to the imaginations of newspaper writers. There are sixty-four collectors under the direction of Daniel C. Roper, Commissioner of Internal Revenue; but of these the most interesting is the collector of the Second District, for the financial section of New York City is included in his jurisdiction, and one-sixth of the entire income-tax revenue of the country must pass through his hands. His office is on the sixth floor of the Customs House in Bowling Green, and his name is William H. Edwards, though he is still popularly known as "Big Bill" Edwards from the days when he showed the same energy in carrying a football down the field for Princeton that he is now exhibiting in the service of his Uncle Sam. Says a writer in the New York Sun of Collector Edwards during the busy days of March:

Nobody escapes his amiable persistency. He collects from individuals and partnerships and corporations; from munitions-manufacturers and and chorus girls, brewers and distillers, tobacco-manufacturers and tobacco-sellers, oleomargarine-manufacturers. He clips the jewelry trade, the piano and piano-player industry, sporting-goods makers and dealers, chewing-gum trades, camera-manufacturers, the motion-picture industry, grape juice, opium, theaters, bowling-alleys, and billiard-parlors. But the richest take of all comes of course from the ordinary man or woman who steps up to the captain's office and gives Uncle Sam an exact proportion of the net income, exemptions deducted, he or she has been able to wrest out of labor in the past year. The latter item alone amounted to nearly $411,000,000 for the year ended June 30, 1918, and it will go to twice as much for the year ending June 30, 1919.

It stuns the imagination to pause under the lee of Collector Edwards and observe the stacks and heaps of yellowbacks and greenbacks that are being shoveled into the cashier's office of the Second District—impossible, unheard of, fantastic.

The clerks attack this treasure with less respect than they would extend to cigarette coupons. One of them picks up a bundle of bills, which the Collector figures to represent $300,000, and slams it down into a basket as if it were a lot of waste paper for the junkman. Half an hour of this extravaganza reduces minds accustomed to gaze with respect upon a $100 bill to a sort of fog. This is dissipated by the golden notes of a human voice, a lilt of gay song which comes winging down the corridors of the Custom House and through the transoms and wickets of the cashier's office to make the very clerks forget that money makes the mare go. Somewhere within Edwards's private office a Mr. Caruso is larking for the pure joy of giving up money to his adopted Uncle. The day before John McCormack sang an accompaniment to vanishing thousands. What magic of nationality, what wizardry of patriotism, is this that inspires tenors to sing odes to a tax-collector?

What especially impresses the writer of the article is the enthusiasm manifested by many taxpayers. Thus he ejaculates:

Sentiment? Well, there may be some other land under the stars where a man would walk into a tax-collection office, plank down his check for $15,000,000—good as old wheat in the bin—and remark with every evidence of sincerity that he wishes it were twice as much. Talk about the widow's mite! There was a girl—a chorus girl—who got so mad at Bill Edwards because he couldn't figure out that she had to pay an income tax of more than $2, that she cried and threatened to report him to Washington.

The income-tax form 1040A, covering net-incomes of under $5,000, was "the greatest puzzle of all time to ninety-nine men out of a hundred," and the writer discourses as follows of a few of the problems submitted to the Collector:

In the past week a songster of eminence approached the Collector and whispered words of woe. His voice has been failing gradually, but the depreciation is perceptible to his apprehensive ear. Since the law makes an exemption allowance for the depreciation of property by determining as nearly as possible the length of life of a particular piece of property, then dividing 100 percent by its estimated life and then setting the result as the figure of depreciation, the perturbed one assumed that he had a proper claim. Voice, he maintained, is physical property. His has depreciated within a year. Therefore, he claimed a deduction and a substantial one. Mr. Edwards blinked a moment and agreed that the point was reasonable. He instructed the gloomy songster to make the claim and informed him that Washington would doubtless offer a final ruling.

How is alimony to be figured? The point is somewhat clouded, but Collector Edwards regards it as Wall Street brokers contemplate "wash sales." It can scarcely be figured in on the returns. The man who claims it can do so with little grace. She who gets it hesitates to register it as income. What's to be done about making a claim for a dependent child who will be born before the date of final tax payment expires. One went blushingly to a young woman in the income-tax division the other day with this particular puzzle. He was a farseeing young man who contemplated the possible gifts of Providence with due latitude. Could he claim an exemption of $200 for the unborn babe? All right. Suppose it were twins? Very well. How about triplets? He looked up then to address a deserted wicket. The young woman had fled.

It will not amaze any reader to be told that hard-headed, practical men come to the "tutors" with the bashfulness and the diffidence of schoolboys. An individual whose uncertainty and helplessness approached pathos turned out to be a professor of the higher mathematics in one of the leading colleges. It was his daily joy to make sport of the most abtruse mathematical calculations, but 1040A floored him, reduced his mind to jam, humiliated his self-esteem, suggested to him that the hereafter of sinful professors may be made up of devils armed with income-tax blanks. Another troubled soul was a lawyer who never looks at a fee of less than $5,000, and yet a legal point in connection with his return was settled for him in three minutes by a girl in the income-tax division.

As to the wide divergence of the amounts collected we read:

The smallest sum received by the office at the end of the 1918 fiscal year was 1 cent. This came from a woman in Montclair who spent 13 cents to register her letter. The largest individual check (covering an individual income solely) received was for $15,000,000. This year the largest check will be double that sum or more, since the rate has increased in normal tax alone from three percent to six percent, not to speak of the step-by-step surtaxes.

Concluding with the inevitable condensed statistics, The Sun remarks:

It is interesting to note the tremendous jump taken in four years in income and other internal-revenue tax collections. The first income-tax collection was made in 1914 and realized, along with the excess profits tax, $71,381,274.74. Four years later, at the end of the 1918 fiscal year, these items alone had mounted to $2,838,999,894.28. The total internal-revenue collections in 1914 were $380,008,893.96, but in 1918 they grew to $3,694,619,638.72. And at the end of the 1919 fiscal year they will approach or exceed $6,000,000,000.

To accomplish this vast job Uncle Sam had a Commissioner of Internal Revenue and sixty-four collectors. These heads, directing thirty-one internal-revenue agents and an army of clerks (the bureau in Washington alone contains 2,245 persons), from the vastest money-collecting machine in the world.

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Shanghai Cotton Market

Messrs. A. B. Rosenfeld and Son write as follows in their Market Report of yesterday:

China Cotton.—We have had an uneventful week in the cotton market, with an extreme range of quotations of a quarter of a tael and the close yesterday practically the same as a week ago. Receipts from the interior marts have fallen off almost to nil, in consequence of which the predominating sentiment continues to be in favor of higher prices, but the uncertainty which is being felt regarding the outlook for the immediate future has prevented the broadening of speculations.

The chief interest from now on will be in the progress of the next crop now being planted. Meanwhile the season being now so nearly over, it may be definitely taken for granted that the crop is as claimed sufficient to enable the mills to wait for another crop. Nevertheless the balance will only be marketed at the discretion of the farmers as the new "seasons" progresses.

On the whole, the outlook as it appears today on account of the "Exchange" problem does not seem to warrant the expectation of extreme fluctuations, and the probability, therefore, is for a continuance of narrow markets until the situation will shape itself in one way or the other in a more decided manner, and conservatism should therefore be the key note of any operation entered into at the present time.

Kiangsu Province, May 5.—Preparations for the new crop are advancing generally. Planting is becoming general in this section.

Chekiang Province, May 5.—In regard to new crop preparations, the weather has been ideal the last couple of days and farm work is well advanced.

Yangtsze Valley, May 3.—Farmers in this territory have had a remarkable season for preparing the soil for the coming crop, and by the middle of next week planting will be well under way.

Shensi Province.—No report to hand.

Shantung and Chili Provinces.—No reports to hand.

Received Shanghai, May 1, 1919.

Liverpool Market:
Price of Good Middling (Spot) 18.20
Market, steady.

New York, May 7, 1919.

New York Market:
July, 26.50 cents.
Oct. 24.53 cents.
Market, steady.

Bombay, May 3, 1919.

Indian Market:
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Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

中 華 滙 業
Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Offices: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000

Managing Director:
SUN TAO SAN.
Deputy Managing Director:
NIEH CHI-WEI.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Changchun	Changteh
Antung	Chengchow
Kiukiang	
	Tsinkiangpu

Agencies and Correspondents in foreign countries:
London: International Banking Corporation.
New York: International Banking Corporation.
San Francisco: International Banking Corporation.
Boston: American Express Company.
Tokio: Bank of Chosen.
Kobe: Bank of Chosen.
Osaka: Bank of Chosen.
Yokohama: Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH,
S.441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
E. D. ZAR, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits .U.S. $2,563,000.00

H. T. S. Green,
President & General Manager.
London Office:
26 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid) H.$2,000,000.00
Reserve Fund ..... H.$ 400,000.00
Investment reserve fund ..... H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. Yen 48,000,000
Capital Paid-up .... Yen 42,000,000
Reserve Fund ..... Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

Taels, Dollars, Gold Accounts

Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

The Shanghai Commercial and Savings Bank, Ltd.

9, NINGPO ROAD

Capital (Paid-up) $600,000.00
Reserve Fund ..... $ 15,000.00
Deposits (Dec., 1918).. $3,400,000.00

Accounts carried in dollars, taels or foreign currencies.

Banking by Mail.

Credit granted on approved securities.

Drafts, both domestic and foreign, purchased or sold.

Exchange of dollars, taels and foreign currencies.

Pocket Savings Bank for saving small coins.

SAFE DEPOSIT BOXES for rent.

K. P. CHEN,
General Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital .. Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte de Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 12,760,386 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Beton
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for Far East—Shanghai

OTHER BRANCH OFFICES
Peking-Tientsin-Hankow

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Siccawei Weather Report

Saturday, May 10, 1919.

9.—Thunderstorms with heavy showers in the Yangtze and Hwangho Valleys; Strong SE gusts along the whole coast. Very low pressures over Central and South Western China.

10.—Gloomy weather. Barometer falling with moderate SE breezes.

Weather	4 A.M.	9 A.M.
Bar. at 32° F. inches .	29.59	29.60
Variation for 24 hrs. .	—0.12	—0.13
Variation for 12 hrs. .	↑0.01	—0.12
Wind—Direction	SE	S
Wind—Miles per hour	11.2	11.2
Temperature (Fahr.) .	68°7	77.7
Humidity	98	88
Nebulosity (0-10)	7	7
Rainfall, inches	0.13	—

Financial And Commercial News

Exchange and Bullion

Shanghai, May 10, 1919.

Money And Bullion

Sovereigns: buying rate
@ 5/2=Tls. 3.37
@ exch. 74.4=Mex. $5.20
Gold Dollars: Bank buying rate
@ 121=Tls. 82.64
@ 74.4=Mex. $111.03
Mex. Dollars Market Rate 74.15
S'hai Gold Bars: 978 touch Tls.
Copper Cash ..... per tael 1828
Native Interest ..... Tls. .05

Latest London Quotations

Bar Silver ..... 53⅛d.
Bank Rate of Discount 5%
Ex., Paris on London .... Fr. 28.75
Ex., N. Y. on London T.T. G.$4.69

Exchange Closing Quotations

London ..... T.T. 5/2⅛
London ..... Demand 5/2⅛
India ..... Nom. T.T. 346
Paris ..... T.T. 742
Paris ..... Demand 745
New York ..... T.T. 121⅛
New York ..... Demand 121⅛
Hongokng ..... T.T. 68
Japan ..... T.T. 42
Batavia ..... T.T. 300
Singapore ..... T.T. 45¼

Banks Buying Rates

London ..... Demand 5/3⅛
London .... 4 m/s. Cdts. 5/4
London .... 4 m/s. Docy. 5/4⅛
London .... 6 m/s. Cdts. 5/5
London .... 6 m/s. Docy. 5/5⅛
Paris ..... Nom. 4 m/s. 775
New York Nom. o/d. Docy. 123⅛
New York .. 4 m/s. Docy. 127

Roubles Exchange

Today's Bank Buying Rate For Roubles

Roubles 3,750 ..... =Tls. 100
Roubles 100 ..... =Mex. $3.50

Customs House Exchange Rates For May

Hk. Tls.	3.50	@ 5/0¼		£1
,,	1	@ 703	Francs	7.83
,,	0.77	@ 116⅛	Gold	$1
,,	1	@ 48¼	Yen	2.54
,,	1	@ 15	Rupees	4.19
,,	1	@ 1.50	Mex.	$1.50
,,	1	@ —	Roubles	—

Shanghai Produce & Stock Exchange
Transactions

Shanghai, May 10, 1919.
BUSINESS DONE
Japan Government Bond 5%:
Tls. 38.10 May
Tls. 37.65 June
Tls. 37.90 July
Japan-China S. and W. Co:
Tls. 19.90 July
Shanghai F. and S. Exchange:
Tls. 20.30 June
Tls. 20.60 July
Local Yarn
Water Moon 16's: Tls. 155.50 June.
Tls. 153.40 July
Wedding Tls. 158.00 May

Stock Exchange
Transactions

Shanghai, May 10, 1919.
TODAY'S QUOTATIONS
Omcial
Yangtszepoo Cotton (Ord.)
Tls. 11.40 June
Shanghai Tugs (Pref.) Tls. 40.00
Shanghai Docks Tls. 134.00 July
Unofficial
S.M.C. 6% Debs. 1902 @ Tls. 91.00
Cements HK $7.65
Shanghai Docks Tls. 135.00 July

Sharebrokers' Association
Transactions

Shanghai, May 10, 1919.
BUSINESS DONE
Unofficial
Trams Tls. 79.00 cash
Shanghai Cottons Tls. 175.00 June

Silk Market

Messrs. William Little and Co. write as follows in their report for week ending May 9:

White Silk.—The market has ruled firm with a small business doing.

Tsatlee Filatures.—Pegasus, 1, 2, 3, Tls. 535 av. Black Horse, 1, 2, 3, Tls. 512½. Grasshopper A.B.C. Tls. 515 av.

Tsatlee New Style.—Stars and Stripes and Red Indian, 1, 2, 3, Tls. 600 av. Gold and Silver Peacock, Ex. 1, 2, Tls. 565 av. Sphinx and Sphinx and Lion, 1, 2, Tls. 565 av.

Steam filatures are firm with a certain amount of business doing.

Tussah Filatures 8 coc.—Further business took place at the close of last week at a further Tls. 30 advance. Best grades closing at Tls. 370 av.

Shanghai Cotton Market

Messrs. J. Spunt and Co.'s report for week ending May 10, reads as follows:

China Cotton.—There has been but very little variation in prices during the past week when compared with those prevailing in the previous period although at the close our market assumed a more steady undertone which, notwithstanding the gradual decline in Sampin and the absence of demand from mill operatives, was engendered on the one hand by considerable quantities appropriated for covering shorts and on the other by very meager arrivals from the interior marts.

The diminishing arrivals are partly due to a subtle reticense on the part of farmers who entertain firm expectations of higher prices for their stocks and partly to their being fairly preoccupied at present in attending to their plantations especially as weather conditions continue favorable for the new season crop.

To attempt therefore at this time to forecast the trend of the market for the near future presents a great difficulty in any determination in as much as a variety of circumstances of a very fluctuative nature would have to be taken into consideration and consequently we arrive at the conclusion that it were best for the time being to take advantage of any offerings at prevailing rates to provide for a little more than immediate wants and thus safeguard oneself against any lightning rises.

Tone of the market, steldy.
Liverpool:—
Egyptian Cotton, F. G. F. Sakellaridis ..... 28.56d.
Price of Fine M. C. Bengal 17.77d.
Price of Good-Middling .. 18.20d.
Price of Good-Middling last reported ..... 18.28d.
Tone of market, quiet.
New York Market:—
Price of Mid-American 26.50d. July
24.58d. Oct.
Market, quiet.
Indian Markct:—
Broach, New Crop..Rs. 513 per candy.
Market, steady.

Singapore Rubber Auction

Messrs. R. N. Truman and Co. have received the following telegraphic report from their Singapore agents in connection with the last weekly report auctions held on May 7:

No. 1 Smoked Sheet—$0.75½ per pound equivalent to 1s. 9½d. ex warehouse Singapore.

No. 1 Crepe—$0.77 per pound equivalent to 1s. 9¾d. ex warehouse Singapore.

Market quiet; fair demand; offered 879 tons; sold 542 tons.

Share Market

In their report for week ending May 8, Messrs. J. P. Bisset and Co. write as follow:

Very little business has been transacted during the week and the tone of the market generally remains dull. Hardly any transactions have been recorded in cotton stocks and prices remain nominal. Wharves are wanted at Tls. 85. Shanghai Docks at Tls. 126. Rubbers are firm at current rates.

Mail Notices

MAILS CLOSE

For U.S. Canada and Europe:
Per R.D. s.s. Melville Dollar May 15
For Japan:
Per N.Y.K. s.s. Y'shiro M. May 12
For United Kingdom
*Per B. and S. s.s. Lycaon ..May 14

MAILS DUE

From U.S. and Canada
Per N.Y.K. s.s. K'shima M. May 13
* Pacels only to be sent by the s.s. Lycaon.

Interior Finishes For Every Room

Walls, Woodwork, Floors and Furniture—finished with Flat-Tone Old Dutch Enamel, Mar-Not Varnish and Floorlac, present a beauty and durability of finish which is so desirable in every home.

For making walls sanitary, floor waterproof, woodwork beautiful and easy to keep clean, and renewing furniture, these products cannot be equalled. A full line of Sherwin-Williams products carried in stock.

A Finish For Every Surface

SHERWIN-WILLIAMS PAINTS & VARNISHES
Andersen, Meyer & Co., Ltd.
DISTRIBUTORS
SHANGHAI

Peking, Tientsin, Tsinan, Hongkong, Kalgan, Urga, Hankow, Changsha, Canton, Vladivostok, Yunnanfu, Harbin.

(5)

The Ault & Wiborg Co.

Manufacturers of

TYPEWRITER CARBON PAPER
PENCIL CARBON PAPER
TYPEWRITER RIBBONS

Samples and prices on application

37 Canton Road Shanghai

THOS COOK & SON
Tourist, Steamship and Forwarding Agents, Bankers, etc.
Offical Passenger Agents to the Philippine Government

Railway and Steamship Tickets supplied at Tariff Rates.
Letters of Credit and Circular Notes Issued and Cashed.
Baggage collected, forwarded and insured at lowest rates.
Cook's "Far Eastern Traveller's Gazette," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.
Tel. Address: "Coupon" THOS. COOK & SON
Telephone Nos. 2203 & 2204 Russo-Asiatic Bank Building, Shanghai
Also Hongkong, Peking, Yokohama, Manila
Chief Office: Ludgate Circus, London, E.C.

★ ★ THE VENUS ★ ★
FIRE AND MARINE INSURANCE CO., LTD.
Fire and Marine Policies are issued at lowest current rates. Branch offices are located in all principal cities of China.
Head Office: 127 Szechuen Road

(2)
Cheap Lighting

Everybody, of course, knows that electricity is the cleanest, softest and in ALL respects the best illuminant, but not everybody yet knows that

THE METAL LAMP

has cut down the cost of electric lighting to a third of its former amount making it the CHEAPEST illuminant.

PRICE OF METAL LAMPS

16, 25, 32 and 50 c.p.	Tls. 0.40 each
100 c.p.	,, 0.85 ,,
200 c.p.	,, 2.50 ,,

Obtainable at the
MUNICIPAL ELECTRICITY DEPARTMENT
SHOWROOMS: 471-2 NANKING ROAD. TEL. CENTRAL 2660.

O.V.B. OREGON'S VERY BEST LOGANBERRY JUICE
Gande, Price & Co., Agents

Made Fresh Every Day

CHOCOLATES in great variety and all kinds of Candy.
"The most delicious in Shanghai.'
CAKES of all descriptions are our speciality.
BIANCHI 97 Szechuen Road Tel. 2264.

Your Cup of Tea Should Be China QUALITY Tea

FLOWER BASKET BRAND
Sold by all Grocers
THE CHINA TEA CO., LTD.
SHANGHAI

Appetizing Advertising

No matter how appetizing some of the things about which we tell you in our ads may seem to be, a personal inspection at our store will convince you that they are even more appetizing than their names imply.

Make it a point to drop in and see for yourself!

I. SHAININ & CO.
100 Szechuen Road, Corner Jinkee Road.

The Ideal Garter for the hot weather is the **"Ivory Garter"**

because,
There is to metal to rust.
There are no pads.
It is comfortable.
It does not scratch the leg.
It does not tear the socks.
It looks good.

Obtainable from all outfitters or wholesale from the Sole Agents
Dodge & Seymour (China), Ltd.
89-91 Rue Montauban, Shanghai

THE KAILAN MINING ADMINISTRATION

KAIPING Coke Coal

For all Industrial and Household Purposes

Offices: No. 1 Jinkee Road, Shanghai

K. & G. MELKONIAN'S Cigarettes.
Largest Tobacco Manufactory in Egypt.

Ladies and Gentlemen:

Will you treat your friends to good cigarettes after your dinner parties?

Then offer them only high-class "MELKONIAN" Egyptian Cigarettes, which are made of the two high-class brands of Turkish tobacco leaves "DUBECK" and "BAFRA," thus making them the most suitable cigarettes the world ever produced.

The following are highly recommended for:

Gentlemen: "AMON-RE" (Large Size)
Ladies: "HORAS" (Small Size)

Shanghai Distributors:
TABAQUERIA-FILIPINA.
I. SHAININ & CO.
and
LANE, CRAWFORD & CO., LTD.

Outports orders solicited and promptly executed by
M. A. LOUBEH,
Sole Agent for China
British P.O. Box 341

GENERAL SHIPPING NEWS

Vesse's Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangfoo**, Captain Johannessen, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. **Kiangyu**, Captain F. Carleson, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Co.'s Steamer **Talee Maru**, Captain C. Hosokawa, will be despatched from N.K.K. Pootung Wharf on **Monday, May 12**, at about 12 o'clock midnight. For Freight and Passage, apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenho**, tons 2,868, Captain Jackson, will leave on **Monday, May 12**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. **Suiyang Maru**, Capt. S. Kusakari, will be despatched from the China Merchant's Central Wharf on **Tuesday, May 13**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carraghan, will leave from the French Bund on **Tuesday, May 13**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo**, tons 2,671, Captain Smith, will leave on **Tuesday, May 13**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Fengyang Maru**, Captain S. Takano, will be despatched from China M. Lower Wharf on **Wednesday, May 14**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking**, Captain J. Meathrel, will leave on **Wednesday, May 14**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo**, tons 2,664, Captain Gibb, will leave on **Thursday, May 15**, about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo**, tons 3,770, Captain Campbell, will leave on **Friday, May 16**, about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

For Southern Ports

AMOY & SWATOW.—The China Navigation Co.'s Steamer **Chinkiang**, Captain G. D. S. Mills, will leave on **Sunday, May 11**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Chenan**, Captain H. E. Laver, will leave from the French Bund direct for the above ports on **Sunday, May 11**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott R. N. R. will leave from the French Bund on **Monday, May 12**, at 5:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The Str. **Hsintah**, Captain J. Glue, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sinkiang**, Captain G. W. Eedy, will leave from the French Bund direct for the above ports on **Tuesday, May 13**, at 10 a.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Suiyang**, Captain J. Gibbs, will leave from the French Bund direct for the above ports on **Thursday, May 15**, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Canada Maru**, Captain T. Bando, will be despatched from the Co.'s Yangtszepoo Wharf on **Thursday, May 29**, at ———— The steam-launch conveying passengers on board will leave the Custom jetty at ———— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Monday, May 12**, at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO & TIENTSIN.—The Str. **Hsinfung**, Captain W. S. Ross, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

TIENTSIN DIRECT.—The Str. **Feiching**, Captain J. Smith, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien**, Captain Northcombe, will leave from the French Bund on **Tuesday, May 13**, at 3 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shunking**, Captain E. B. Tusbben, will leave from the French Bund on **Thursday, May 15**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

LONDON.—The Steamer **Amur Maru**, Captain I. Hamada will be despatched from the Co.'s No. 9 Buoy on **May 25**. For Freight, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

MARSEILLES via GENOA.—The Steamer **Indo Maru**, Captain S. Yendoh, will be despatched from the Co.'s No. 9 Buoy on **Saturday June 7**. For Freight, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON via MARSEILLES.—The Steamer **Andes Maru**, Captain K. Goko, will be despatched from the Co.'s No. 9 Buoy on **Tuesday, June 10**. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. Central No. 4234 & 4235.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
May	12	— Tacoma	Javary	Am.	B.A.T. Co.
May	15	— Vancouver	Melville Dollar	Br.	R. D. & Co.
May	15	— San Francisco	Archer	Am.	P.M.S.S. Co.
May	16	— Tacoma	Grayson	Am.	B.A.T. Co.
May	24	— Vancouver	Methven	Br.	C.P.O.S.
May	24	— San Francisco	Colombia	Am.	P.M.S.S. Co.
May	26	— San Francisco	Shinyo Maru	Jap.	T. K. K.
May	27	— Tacoma, etc.	Africa Maru	Jap.	O.S.K.
May	27	— New York	Celtic Prince	Br.	S.T. & Co.
June	1	— Vancouver	Harold Dollar	Br.	R. D. & Co.
June	15	— San Francisco	West Vaca	Am.	P.M.S.S. Co.
June	21	— San Francisco	Venezuela	Am.	P.M.S.N. Co
June	27	— Seattle	Fushimi Maru	Jap.	N. Y. K.
June	28	— Vancouver	E. of Russia	Br.	C.P.O.S.
July	12	— Vancouver	E. of Japan	Br.	C.P.O.S.
July	19	— San Francisco	Ecuador	Am.	P.M.S.S. Co.
July	26	— Vancouver	E. of Asia	Br.	C.P.O.S.

FOR JAPAN PORTS

May	13	— N'saki, Kobe & Y'hama	Yamashiro Maru	Jap.	N. Y. K.
May	14	— Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
May	16	— N'saki, Kobe, Y'hama	Chikugo Maru	Jap.	N. Y. K.
May	17	— Moji, Kobe & Osaka	Kumano Maru	Jap.	N. Y. K.
May	18	— Kobe	Tamba Maru	Jap.	N. Y. K.
May	21	— Moji, Kobe & Osaka	Takeshima Maru	Jap.	N. Y. K.
May	23	— N'saki, Kobe & Y'hama	Kasuga Maru	Jap.	N. Y. K.
May	24	— Moji, Kobe & Osaka	Yawata Maru	Jap.	N. Y. K.
May	—	— Kobe & Yokohama	Nera	Fr.	M.M. Cie
June	—	— Kobe & Yokohama	Sphinx	Fr.	M.M. Cie

FOR EUROPE INDIA, STRAITS, ETC.

May	—	— Marseilles	Nera	Fr.	M.M. Cie
May	—	— London	C. of Colombo	Br.	J.M. & Co.
May	12	— London	Shidzuoka Maru	Jap.	N. Y. K.
May	15	— London, etc.	Lycaon	Br.	B. & S.
May	20	— Bombay	Dilwara	Br.	P.&O.S.N. Co.
May	22	— London	Neuralia	Br.	P.&O.S.N. Co.
May	25	— London, etc.	Amur Maru	Jap.	O. S. K.
May	26	— London	Kagi Maru	Jap.	N. Y. K.
May	29	— London, etc.	Mentor	Br.	B. & S.
May	30	— London	Glenamoy	Br.	G. L. E. A.
June	5	— Liverpool	Stenfor	Br.	B. & S.
June	7	— London, etc.	Andes Maru	Jap.	O. S. K.
June	12	— London	Rhesus	Br.	B. & S.
June	19	— Liverpool	Teucer	Br.	B. & S.
June	26	— London	Talthybius	Br.	B. & S.
June	—	— London	Altai Maru	Jap.	O. S. K.
June	—	— Marseilles	Sphinx	Fr.	M.M. Cie
July	3	— Liverpool	Ningchow	Br.	B. & S.
July	10	— London	Idomeneus	Br.	B. & S.
July	23	— Settle	Katori Maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

May	11	D.L. Amoy & Swatow	Chinkiang	Br.	B. & S.
May	11	9.00* Hongkong & Canton	Chenan	Br.	B. & S.
May	12	5.30 Ningpo	Hsin Peking	Br.	B. & S.
May	12	4.30 Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
May	13	10.00* Hongkong & Canton	Sinkiang	Br.	B. & S.
May	13	— F'chow, K'lung, Takao	Keelung M.	Jap.	O. S. K.
May	13	5.30 Ningpo	Thishun	Chi.	C.M.S.N. Co.
May	13	— Hongkong & Canton	Hsintah	Chi.	C.M.S.N. Co.
May	15	11.00* Amoy, H'kong, C'ton	Suiyang	Br.	B. & S.
May	16	— Manila & Hongkong	E. of Asia	Br.	C.P.O.S.
May	31	— Hongkong & Manila	Venezuela	Am.	P.M.S.S. Co.

FOR NORTHERN PORTS

May	12	noon W'wei, Chefoo, T'tsin	Tungchow	Br.	B. & S.
May	13	— Chefoo & Tientsin	Hsinfung	Chi.	C.M.S.N. Co.
May	13	— Tientsin	Feiching	Chi.	C.M.S.N. Co.
May	13	3.00 W'wei, Chefoo, T'tsin	Shuntien	Br.	B. & S.
May	15	10.00* W'wei, Chefoo, T'tsin	Shengking	Br.	B. & S.
May	17	D.L. Tsingtao	Kwangse	Br.	B. & S.

FOR RIVER PORTS

May	11	M.N. Hankow, etc.	Klangfoo	Chi.	C.M.S.N. Co.
May	12	M.N. Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
May	12	M.N. Hankow, etc.	Luenho	Br.	J. M. & Co.
May	12	M.N. Hankow, etc.	Talee Maru	Jap.	N. K. K.
May	13	M.N. Hankow, etc.	Suiwo	Br.	J. M. & Co.
May	13	M.N. Hankow, etc.	Poyang	Br.	B. & S.
May	13	M.N. Hankow, etc.	Suiyang Maru	Jap.	N.K.K.
May	14	M.N. Hankow, etc.	Chungking	Br.	B. & S.
May	14	M.N. Hankow, etc.	Fengyang Maru	Jap.	N.K.K.
May	14	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
May	15	M.N. Hankow, etc.	Kutwo	Br.	J. M. & Co.
May	15	M.N. Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
May	16	M.N. Hankow, etc.	Tuckwo	Br.	J. M. & Co.
May	16	M.N. Hankow, etc.	Ngankin	Br.	B. & S.
May	16	M.N. Hankow, etc.	Yobyang Maru	Jap.	N.K.K.

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

Departures

Date		For	Ship's Name	Flag	Agents
May	9	— Seattle	Suwa Maru	Jap.	N. Y. K.
May	10	— Japan	Wakanoura Maru	Jap.	N. Y. K.
May	10	— Japan	Yawata Maru	Jap.	N.Y.K.
May	10	— Tsingtao	Isshin Maru	Jap.	S. M. R.
May	10	— River ports	Loongwo	Br.	J.M. & Co.
May	10	— River ports	Luenyi	Br.	B. & S.
May	10	— River ports	Nanyang Maru	Jap.	N.K.K.
May	10	— River ports	Tehhsing	Br.	G. & Co.
May	10	— Vladivostok	Sishan	Rus.	R.V.F.
May	10	— Tsingtao	Yingchow	Br.	B. & S.
May	10	— London	Carmarthenshire	Br.	G. L. E. A.
May	10	— Native Customs	Klenhsin	Chi.	W. & Co.
May	10	— Nanking	Nagasaki Maru	Jap.	Suzuki Co.
May	10	— Cruise	U. S. S. Elcano		
May	10	— Cruise	H.M.S. Cadmus		
May	10	— San Francisco	Tenyo Maru	Jap.	T. K. K.
May	10	— Vancouver	Empress of Russia	Br.	C.P.O.S.
May	10	— Ningpo	Taishun	Chi.	C.M.S.N. Co.

C. N. C.

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The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

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Regular sailings every Tuesday and Saturday and every alternate Thursday.

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Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

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S.S. Venezuela	June 21	S.S. Ecuador	June 28
S.S. Ecuador	July 19	S.S. Colombia	July 26

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MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW	————		Snipe	Br. gun-boat
WTW	————		Nightingale	Br. gun-boat
P & O B I	Oct. 18		Sel. Caboto	It. gun-boat
8 P.	Dec. 21		Quiros	Am. gun-boat
1 C	Feb. 11		Wilmington	Am. gun-boat
B V I I	Apr. 30		Suma	Jap. gun-boat
M M B	May 4		D de Lagree	Fr. gun-boat
8 P.	May 7		Saga	Jap. gun-boat

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ship's Name	Flag	Agents
Feb.	12	— Japan	Yoko Maru	Jap.	M.B.K.
Feb.	15	— Bellingham, Wash.	J. Steedman	Jap.	N.Y.K.
Mar.	13	—	Misaki Maru	Br.	M.B.K.
Mar.	16	—	Mituku Mar	Jap.	M.B. Co.
Mar.	20	—	Marie Barnard	Jap.	M.B. Co.
Apr.	6	— Chinwangtao	Shinko Maru	Jap.	K.M.A.
Apr.	8	— Hongkong	Castlefield	Br.	W. & Co.
Apr.	22	— Hongkong	Kwongsang	Br.	J.M. & Co.
Apr.	22	— Ningpo	Klangteen	Chi.	C.M.S.N. Co.
Apr.	26	—	Mongujy		
Apr.	27	— Hongkong	Kwanglee	Chi.	C.M.S.N. Co.
May	1	—	Chienan	Chi.	T. W. C.
May	1	— Japan	Fukuyo Maru	Jap.	
May	1	— Tsingtao	Neuralia	Br.	M. M. & Co.
May	4	— Tsingtao	Shinsei Maru 10	Jap.	S. Yoko
May	6	— Liverpool etc.	Rhesus	Br.	B. & S.
May	7	— Japan	Pakling	Br.	B. & S.
May	7	— Hongkong	Yingchow	Br.	B. & S.
May	7	— Vladivostok	Simbirsk	Rus.	R. V. F.
May	7	— Hankow	Chinkiang	Br.	B. & S.
May	8	— Foochow	Ningshin	Chi.	S.P.S.N. Co.
May	8	—	Sansei Maru	Jap.	
May	9	— Hankow	Tseangtah	Chi.	L.&E.L. Co.
May	9	— River Ports	Klangfoo	Chi.	C.M.S.N. Co.
May	9	— River Ports	Woosung	Br.	B. & S.
May	9	— River Ports	Taiyo Maru	Jap.	N.K.K.
May	9	— Wuhu	Sanbashi Maru 5	Jap.	S.T. Co.
May	9	— Tsingtao	Chenan	Br.	B. & S.
May	10	— Ningpo	Meinan	Am.	Socony.
May	10	— Tientsin, ports	Tungchow	Br.	B. & S.
May	10	— Japan	Yamashiro Maru	Jap.	N. Y. K.
May	10	— Hongkong	Tenyo Maru	Jap.	T. K. K.
May	10	— Hongkong	Sinkiang	Br.	B. & S.
May	10	— Hongkong	Tungwah	Br.	B. & S.
May	10	— Wuhu	Tamsui	Br.	B. & S.
May	10	— River ports	Luenho	Br.	J. M. & Co.
May	10	— River ports	Talee Maru	Jap.	N.K.K.
May	10	— Hongkong	E. of Russia	Br.	C.P.O.S.
May	10	— Tsingtao	Fumi Maru	Jap.	S.M.R.
May	10	— Japan	Shidzuoka Maru	Jap.	N.Y.K.
May	10	— Amoy	Feiching	Chi.	C.M.S.N. Co.
May	10	— Lungchow	Hsinfung	Chi.	C.M.S.N. Co.
May	10	— Chinwangtao	Upolu	Br.	O. Thoresen
May	10	— Japan	Hatsu Maru	Jap.	
May	10	— Japan	Sanrya Maru	Jap.	
May	10	—	Wanli	Chi.	S.P.S.N. Co.

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(Osaka Mercantile Steamship Co.
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(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, Marseilles and Antwerp).

	Tons	Capt.	Arrive	Leave.
*AMUR MARU	15,000	I. Hamada,	May 23	May 25
*ANDES MARU	15,000	K. Goko,	June -8	June 10

FOR MARSEILLES (Via Genoa).

INDO MARU	10,000	Y. Yendoh,	May 30	June 17

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*AFRICA MARU	20,000	H. Yamamoto,	May 26	May 27
*ARABIA MARU	15,000	T. Saito,	July 19	July 20

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CANADA MARU	12,000	T. Bando,	May 28	May 29

FOR NORTH CHINA PORTS (Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	M. Tsubaki,	May 15	May 17

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KEELUNG MARU	3,000	Y. Fukami,	May 10	May 13

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*S.S. "NANKING"	JUNE	17th
S.S. "CHINA"	JULY	5th

*S.S. "NANKING" does not call at NAGASAKI nor HONOLULU.

FOR HONGKONG DIRECT

S.S. "NANKING"	JUNE	3rd
S.S. "CHINA"	JUNE	21st

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KAGA MARU	12,500	Capt. N. Segawa,	May 26

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FUSHIMA MARU	21,000	Capt. T. Irisawa,	June 27
KATORI MARU	19,000	Capt. S. Koma,	July 23

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU ..	7,000	Capt. Y. Nakajima,	May 13
KASUGA MARU	7,000	Capt. K. Itsuno,	May 28

MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt. H. Kawai,	May 14
KUMANO MARU	9,500	Capt. S. Saito,	May 17
TAKESHIMA MARU ..	4,500	Capt. R. Arakida,	May 21
YAWATA MARU	7000	Capt. H. Nojiri,	May 24

KOBE TO SEATTLE

KASHIMA MARU	19,000	Capt. M. Machida,	June 8

FOR JAPAN

TAMBA MARU	12,500	Capt. T. Sekine,	May 18

FOR HONGKONG

KATORI MARU	19,000	Capt. I. Noma,	June 29

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. T. Irisawa,	Jun. 3

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Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

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TANGO MARU	14,000	Capt. M. Nishimura,	June 25
NIKKO MARU	10,000	Capt. G. Yamazaki,	July 23

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line		Mail 4.	
20.35	8.35		0	dep. Peking arr.		19.50	
23.45	11.12			arr. Tientsin-Central dep.		17.00	
23.50	11.17		84	dep. Tientsin-Central arr.		16.53	
24.00	11.25			arr. Tientsin-East dep.		16.45	
19.35			524	arr. Mukden dep.			

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line		Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East arr.	17.05	15.45	20.15
6.55	9.55	11.40	2.71	arr.	Tientsin-Central dep.	16.55	15.35	20.05
7.25	10.15	11.55		dep.	Tientsin-Central arr.	16.32	15.20	19.45
13.03	16.30	15.30	78	dep.	Tsangchow dep.	13.05	11.28	15.28
16 40	19.20	18.08	148	dep.	Techow dep.	10.33	8.47	11.56
19.57	22.12	20.21	—	arr.	Tsinanfu dep.	8.06	6.00	8.30
7.	2.		220		3.		4.	
6.00	22.25	20.31	—	dep.	Tsinanfu arr.	7.55	5.40	19.02
9.27	1.00	22.31	266	dep.	Tsinanfu dep.	6.01	3.25	16.24
12.27	3.47	0.38		arr.	Yanchowfu dep.	3.49	0.40	13.00
12.47	4.02	0.48	318	dep.	Yanchowfu arr.	3.39	0.02	12 38
16.30	6.55	3.16	377	dep.	Linchang dep.	1.20	21.24	9.26
19.02	8.45	4.50	—	arr.	Hanchowfu dep.	23.36	19.20	6.30
9.	3		420		5.			10.
5.40	9.00	4 57	—	dep.	Hanchowfu arr.	23.29	19.00	20.50
11.26	13.02	8.33		arr.	Pengpu dep.	19.53	14.55	16.20
11.51	13.20	8.49	522	dep.	Pengpu arr.	19.46	14.35	14.05
18.27	17.34	11.52	600	dep.	Chuchow dep.	16.49	10.50	8.17
20.00	18.55	13.00	631	arr.	Pukow dep.	15.30	9.20	6.40

	N. Exp.	Exp.		Shanghai-Nanking Line		Exp.	N. Exp.
	23.00	14.20	0	dep.	Nanking-Ferry arr.	14.15	6.50
	7.00	21.00	193	arr.	Shanghai-North dep.	7.55	23.00

Yenchowfu-Tsiningchow Branch Line					Linchang-Tsochuang Branch Line					
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.40	9.38	d. Linchang a.	6.28	15.50	21.00
14.03	5.05	a. Tsiningchow d.	11.15	23.00	22.40	17.50	10.40	a. Tsochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order

THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

'Who's Looney Now' Chaloner Back In New York At Last

Principal In Cause Celebre Returns After 22 Years And Talks Crisply On Women, Styles, Cities, Prohibition And Life

New York, April 6.—Back here after twenty-two years "another year," as he expressed it, John Armstrong Chaloner got his first look at the modern New York yesterday afternoon. And Mr. Chaloner's gift for expression did not fail him when he told of his feelings in his rooms in the old Brevoort Hotel last evening.

Mr. Chaloner was in a hurry, for his attorneys were waiting to consult with him in regard to the trial of a libel action for which United States Judge Hand permitted him to come here, despite the fact that the New York courts have adjudged him insane. But he crowded into a few minutes conversation enthusiasm and epigram enough about New York to supply the town's poetic boosters for a generation to come. He's enthusiastic about it all—all except the women with bobtailed hair and abbreviated skirts.

"The New York girl is charming," he said, "but God help her costume. When I was carried off to my other star twenty years ago women had two things—bust and waist. Now when I come back, so help me, they have neither. The most beautiful thing about the female form divine, its curves, is wiped out by the silly fashion of the day.

"Bobtailed skirts and bobtailed hair. They go together. And both of them are as lacking in dignity as a bobtailed horse. Nothing that's bobtailed can be dignified. I blame most of it on a Parisian man milliner here, who is the Bolshevist of fashion just as the futurists are the Bolshevists of art. The futurists have no beauty in their souls, therefore they say beauty should not be expressed. They can't draw themselves, therefore they say that drawing is weakness, and they abolish it from their system. I can't say art, for they are ugly, weak and brutal—and that's not art.

Girls' Feet Should Be Like Mice

"I wonder if women realise what these short, tight skirts do to their feet. Most women's feet are too big and nearly all of them are ugly in themselves. They were never meant for display. The poet had it right when he said they should be like little mice peeping from beneath a petticoat.

"I'm a cynic," he said. "Not a pessimist, for pessimists have given up hope of ever finding their ideal. I'm a cynic who hasn't found his ideal yet, but still hopes for it. And I've been made cynical by the way New York's laws have treated me. But I'm a New Yorker. On the maternal side I go way back to old Peter Stuyvesant. I was born in the shadow of the old Astor Library in Lafayette Place, in the home of William B. Astor, and no one has a better right than I to the pride I feel in the glories of New York.

"Why, when I left here twenty years ago the city was like a little girl—an awkward girl of 14. She gave promise of beauty, but that's all. Today when I come back to her it is like suddenly coming upon that lank fourteen-year-old girl as a ravishing belle of 19. She's glorious, stunning."

Since his sensational escape from Bloomingdale eighteen years ago, and Mr. Chaloner says he's the only man who ever successfully escaped from that institution, he has been living quietly on his farm near Charlottesville, Va. The Virginia courts have adjudged him sane and given him control of a certain amount of his property.

The New York courts, however, have always let the decree against sanity stand and he has never been able to return to the city because at any moment here he could have been picked up and recommitted to Bloomingdale.

Comes Here For Libel Suit

He has sued a newspaper for its comment on the death of a man who was killed in Mr. Chaloner's house in Virginia some time ago and Judge Hand has given him a writ of prohibition forbidding the authorities to touch him during the trial for five days before and five days after.

He arrived in New York Friday night and went direct to the Brevoort. Thence he sallied forth yesterday afternoon for a drive down Broadway, to the Hippodrome and back to his hotel. He has not seen the other members of his family, "Sheriff Bob" Chanler, to whom he sent the famous "Who's looney now?" telegram following the latter's marriage to Lina Cavalieri and the making over of a large part of his fortune to the diva, nor Louis Stuyvesant Chanler, who was once Lieutenant-Governor. It is not likely that he will see them.

"There is a gulf fixed between me and those members of my family," he said decisively when asked about it last night.

It was on their petition that he was adjudged insane.

But his aversion for his family did not dull his enthusiasm for their city.

"Fifth Avenue is magnificent," he said. "It is more magnificent than the Boulevard des Italiens in Paris. I know Paris and London like the palm of my hand, and I know that New York is handsomer than either of them or any part of either of them. It is on such a grand scale, so original, so imposing and so beautiful! Paris may be more uniform, but what she gains in symmetry she loses in originality.

"When Benjamin Constant, the French painter, was here in 1891 I asked him what he thought of Fifth Avenue between Twenty-third Street and the Park. His reply was:

"'Sacre chocolat!' And he was right. It was 'damned chocolate' with its monotonous rows of brownstone houses.

"But today Fifth Avenue is all that one could dream a street might be. If I may sum it up in a few words I would say the impression I get is threefold—size, strength and originality. Gen. Pau told me when he was here that Forty-second Street is now the busiest street in the world; that it is busier than the Opera corner of Paris, and twice as busy as Piccadilly in London. I saw it today and I believe him."

The theaters in general sent him back to the golden age of Augustus in Rome for his comparisons and after his look into the Hippodrome as the guest of Manager Mark Luescher he said he could think of nothing but the Coliseum of Vespasian at Rome.

"And when Mr. Luescher told me that the stage could be lowered and flooded the comparison was perfect, for they used to flood the Coliseum, you know, and stage and naval battles between triremes there. I expected to be disappointed in the Hippodrome, because I'd heard so much about it. But I was thoroughly surprised and thrilled at what it actually is."

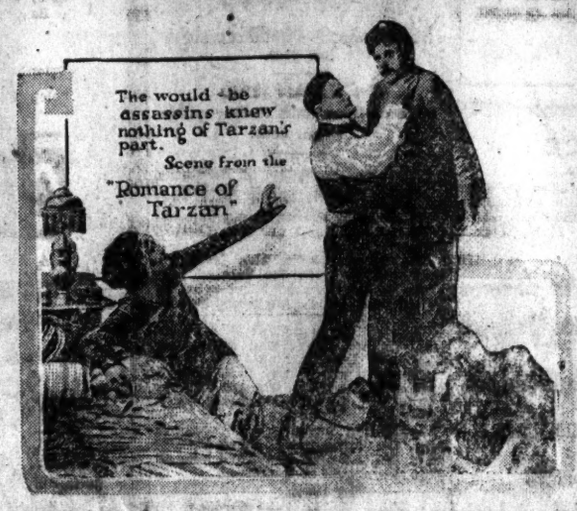
Astonished At Prohibition

Asked at what he thought of prohibition Mr. Chaloner held up his hands.

"Well," he said, "I'm amazed, that's all. I don't either drink or smoke myself on account of the gout—profanity is my only vice—but if any one had said twenty years ago that the entire country would go dry he would have been made heir to the cell I left in Bloomingdale."

Mr. Chaloner still suffers from an injury to his spine which he says he sustained in Bloomingdale. He apologised for sitting in the softest chair in the room and for propping his feet up in another. But that did not interfere for a moment with his vigor of other speech or gesture. His hair, worn long in the fashion of twenty years ago, is beginning to thin and beginning to gray, but his figure is slim and his movements are easy. His eyes maintain the brilliant and intense expression which marks his photographs.

"It doesn't interfere with my fighting qualities," he said of his spine. "I've been fighting the insanity laws of New York for a generation and I'm getting better at it all the time. I say the laws. I have no quarrel with the courts or judges. In fact, one of the judges, Justice Giegerich, is my fairy godfather. He increased my allowance until it got up to $25,000 a year, and he gave me an automobile."



OLYMPIC THEATRE

TUESDAY, WEDNESDAY & THURSDAY

13th, 14th & 15th, May

"The ROMANCE of TARZAN"

SEVEN PARTS

The concluding chapters of "TARZAN of the APES"
From the book by EDGAR RICE BURROUGHS

THE CATACLYSMIC ROMANCE of PRIMEVAL MAN AND MODERN MAID MIDST JUNGLE WILDS AND PALACES

This is the REAL superpicture you have been waiting to see, the mighty Cinema Drama, picturing with massive and overpowering effect the strange adventures that befall Tarzan, primitive nobleman, and White King of an African ape-tribe, who follows the beautiful white girl he has rescued from death in the African jungles to her home amid the regal magnificence of civilized society where love leads him into paths more dangerous than those he trod in his native wilds.

FILLED WITH SCENES OF WEIRD POWER THAT WILL HAUNT YOU FOR DAYS

You will see Tarzan lured to the apartments of a beautiful adventuress who both loves him and seeks his ruin. You will see his raging fight for life with her accomplices.

You will see Tarzan's repudiation by his former jungle companions when he returns to his old haunts.

You will see the beautiful ending—which is best of all.

PRICES OF ADMISSION

DRESS CIRCLE, **$1.50**; STALLS, **$1.00**

BOOKING AT MOUTRIE'S.

Business and Official Notices

Accountant Wanted

Large international export and import house has good position available at Shanghai for experienced Accountant. Thorough knowledge of Chinese exchange conditions essential. With application please send full reference and statement of past experience. Apply to Box 114, THE CHINA PRESS.

23443

LOST

Delivery order, issued by the Shanghai and Hongkew Wharf and Godown Co., Pootung, B/L No. 179, for two cases screws ex s.s. "Slavic Prince," marked A 2311 D C.K. & Co.

This is now declared null and void and the public are warned against negotiating same. Dupliçate is being issued.

ARKELL & DOUGLAS, INC., 38 Canton Road.

23501

CODE BOOKS

JUST ARRIVED

Bentleys Phrase Code $25.00
A. B. C. 5th Edition Code.. 25.00
A. B. C. 5th, Edition Code.. 25.00

Chow Tzu Kong, Bookseller, 111, Szechuen Road.

23512

STOLEN

On April fifteenth, in Soochow, one Tong Nyoen (通源莊) draft, numbered 3581, for three hundred dollars ($300).

This is to give notice that payment has been stopped and to warn individuals and firms not to accept it. Notice has also been published in the Chinese papers and been given at the local Magistracy.

邱椿茂機三建厳

SEND 75 DOLLARS FOR A RELIABLE TYPEWRITER
Smith Premier or Remington
Also Cheaper Machines.
Packed and Delivered Shanghai
Write for Bargain List S.D.P.
British Ribbons and Cartons at Trade Prices.
TAYLORS, 74, CHANCERY LANE, London, W.C. 2, England.

NOTICE

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

GEDDES & CO., LTD.
IMPORTERS
5, Peking Road Tel. C. 346

SHANGHAI RACE CLUB

4th EXTRA RACE MEETING
17th May, 1919.

Members are reminded that Entries for the above Race Meeting will close at the Grand Stand at 7 p.m. on MONDAY, 12th May. Entry forms are obtainable at the Grand Stand.

In the case of Ponies entered for the above Race Meeting and being sold previous to the Meeting, such sales will be considered as "sold with all engagements for the 4th Extra Race Meeting" and Entries will hold good provided the purchaser is a Member of the Shanghai Race Club.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.

23498

Mr. & Mrs. F. G. Boulon

P. P. C.

NOTICE

American goods for ladies, voile for dresses; black and white silk stockings; dresses for children; other articles. 87 Range Road, corner Haskell Road.

23510

Conseil d'Aministration Municipale de la Concession Francaise de Changhai

EMPRUNT MUNICIPAL DE 1911
(Obligations à 6%)

Aucune opération de transfert ne sera enregistrée du 19 au 31 Mai inclus.

Par ordre,
Le Secrétaire p. i. du Conseil,
P. LEGENDRE.

French Municipal Council

MUNICIPAL LOAN OF 1911
(6% Debentures)

Transfer books for the above loan will be closed from 19th to 31st May, both days inclusive.

By order,
P. LEGENDRE,
Acting Secretary.

23517

LOMBIO
CURES
PILES
Prickly Heat, Eczema, and all Skin Troubles.

LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draws out the heat from the inflamed tissues and effects a permanent cure.

To be obtained from local agent

Shanghai Dispensary
24 Foochow Road, Shanghai
Sole Proprietors:
LOMBIO COMPANY,
15, New Ft. Bishopsgate, London, E.C.
New stock has now arrived

SHANGHAI YACHT CLUB

The Annual General Meeting will be held on board the "Foam" Monday next, May 12th, at 5.30 p.m.

By Order
H. W. WELMAN, *Hon. Sec.*

23448

HIRANO WATER

Reynell's

AT ALL HOTELS
AT ALL CLUBS

PURITY GUARANTEED

GARNER, QUELCH & CO.

LUNCH AT SULLIVAN'S

EVERY DAY
11.30 until 2 p.m.
Excepting Sunday. American style

Municipal Notification

No. 2602.

7% LOAN 1919
Price of Issue until further notice 95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 12, 1919.

22364

CHEAP SALE

40% DISCOUNT
OFF ALL GOODS
For Four Weeks Only
GOLD, SILVERWARE, JADES
Gems and other precious Stones
SING FAT & CO.
43A Kiangse Road

22235

Consolidated Rubber Estates (1914), Limited

(Incorporated in Hongkong)

Notice is hereby given that the fifth Annual Ordinary General Meeting of Shareholders of the above Company will be held at No. 27 Nanking Road, Shanghai, on Wednesday, the 14th day of May, 1919, at 4.30 p.m. for presentation of the Report of the Directors, and Accounts to the 31st December, 1918.

The Transfer Books of the Company will be closed from Monday, the 12th to Wednesday, the 14th May, 1919, both days inclusive.

By order of the Board of Directors,
CHINA REALTY CO., LTD.,
Secretaries and General Managers.

22359

THE S.S. "TUNGUS"

will leave Shanghai for
VLADIVOSTOCK
On the 16th instant.

For Freight (Godown accommodation at Vladivostock guaranteed) and Passage, apply to

S. HEIMANN & COMPANY,
19A Canton Road,
Telephone, Central 1604.

23470

FOR BRITISH AND AMERICAN
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
BROADWAY-SHANGHAI PHONE: NORTH 1468

We Specialize In

FILING CABINETS
(Steel and Oak)
FILING SYSTEMS AND SUPPLIES

Before buying elsewhere, phone us or call at our show-room.

THE OFFICE APPLIANCE CO.
Phone: Central 4778 SPECIALISTS IN OFFICE EQUIPMENT 22 Nanking Road, Shanghai Cable Add.: Mashbauck

Manager Wanted

Large international export and import house has good position available for experienced American Manager of branch office at one of the principal ports. Thorough knowledge of Chinese produce essential. With application please send full reference and statement of past experience. Apply to Box 113, THE CHINA PRESS.

23442

AMERICAN ARMY OFFICER

leaving the service soon, desires position in China. Has experience in office work and a good knowledge of bookkeeping. Apply to Box 481, THE CHINA PRESS.

23024

TUNGSTEN OFFERED BY PRODUCER

We have been given a sole agency by the largest *tungsten producers* in Kiangsi and Hunan, which two provinces are the source of production of this ore. We are ready to contract with buyers for periodical supply or to supply any time at buyer's order. Regarding prices, terms, and other particulars, please call at our Office or write to us.

WAH CHANG TRADING CORPORATION,
9 Ningpo Road, Shanghai.

23475

Dr. James Yuking's
Office for Venereal Diseases
is now removed to
73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

Radio Station open to traffic

NOTICE is hereby given to the public that the Undersigned has totally restored its transmitting power from the damage by Typhoon and already resumed its service as usual since May 6th, 1919. Messages for ships will be forwarded to Woosung through The Chinese Telegraph Administration, the Bund, Shanghai, without any additional cost to the sender.

Call Signal	XSG
Radius of sending . . .	750 Miles (Day)
	1300 „ (Night)
Wave Length	600 M for Ships
	1600 M „ all Land Stations in China
Duties on Watch	24 Hours day and night
Rate	50 centimes per word no minimum charge.

For further particulars and information please address to our office at Woosung.

WOOSUNG WIRELESS STATION,
BOARD OF COMMUNICATIONS.

23468

Business and Official Notices are Continued on Page 17

Amusement Advertising will be found on Page 19

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

14-15 Quinsan Gardens
One large front room to let, with full board, to couple or to bachelor. Telephone North 482.

Connaught House
8 Quinsan Gardens
Board-Residence
Terms moderate.
Apply Mrs. POLLOCK.

TO LET,

Well-furnished rooms, bathrooms and verandahs attached, hot and cold water. Kitchen under personal supervision.
70 and 72 Bubbling Well Road.

22207

MELBOURNE HOUSE, to let, comfortable attic rooms, with board, in British Home. Moderate rates. 12a Quinsan Gardens.

23525 M. 13

TO LET, a large well-furnished room, with board, near Country Club. Apply to Box 135, THE CHINA PRESS.

23509 M. 11

TO LET, nice cool airy room, furnished, in private family, every convenience. Apply 36 Quinsan Road.

23514 M. 11

TO LET, unfurnished apartment of two large rooms, with kitchen and bath, and one unfurnished room with bath. Apply to N-416, Avenue Joffre.

23467

FLAT to let, in Western district. Consists of three rooms, two bathrooms, verandah and kitchen. Apply to Box 131, THE CHINA PRESS.

23497 A.13.

TO LET, one unfurnished flat, North Szechuen Road Extension. Apply to Box 132, THE CHINA PRESS.

23500 M.11.

TO LET, room and board, 6 Wayside Road. Madame Autoinette.

23456 M.20.

TO LET, four or five rooms, a bathroom, a kitchen, and wide verandahs. Apply to 41 Range Road.

22370

TO LET with board, large newly furnished flats, and single rooms with private bathrooms attached. All modern conveniences, tennis court, garage, stabling and telephone. Apply to Box 32, THE CHINA PRESS.

PERSONAL

XOO. I am willing.

23528

HOUSES TO LET

TO LET, semi-detached, newly painted house, unfurnished, four large and three small rooms, two bathrooms and kitchen. Quiet locality, near tram. Rental cheap. Apply 33 Kwenming Road.

23508 M. 11

FURNISHED, until December-January. Apply Bailey, 133 Dixwell Road.

23530 M.17.

TO LET, a lady living in the Central district and going abroad this month is desirous of letting her furnished flat for nine months on reasonable terms. Further particulars on application to Box 130, THE CHINA PRESS.

23493 M.11.

FURNISHED HOUSE to let in French town, near trams, from 1st August to end January, five rooms, two bathrooms, attic, garden, also telephone. Tls. 70 per month. Apply to Box 129, THE CHINA PRESS.

23492 M.13.

OFFICES, ETC., TO LET

OFFICES to let, new buildings 14 and 16 Canton Road; entire ground-floor and all second-floor, No. 16; one half ground-floor and all second-floor, No. 14. Will divide to suit tenants' requirements. Apply premises or J. T. Hammond, 51 Szechuen Road.

22356

LARGE, bright godown, second floor, Central district. Immediate occupation. Apply to Box 246, THE CHINA PRESS.

22354

SITUATION VACANT

LADY stenographer: good salary to start. Must be rapid and efficient. Give references, which will be held confidential. Apply to Box 128, THE CHINA PRESS.

23490 M.13.

WANTED: For a special trip to Southern part of China American Mining Engineer. Apply stating qualifications and terms. Apply to Box 134, THE CHINA PRESS.

23505 M.13.

WANTED: A girl to commence in an American office on the telephone switch board, one who is prepared to fit herself for a better position in the office when the opportunity opens. One studying stenography and typewriting preferred. Apply stating nationality and salary expected to commence. Reply to Box 133, THE CHINA PRESS.

23503 M.13.

WANTED, a compradore for export/import firm. Good securities and qualifications required. Apply to Box 121, THE CHINA PRESS.

23473 M.15.

Promote Employes

From Within Your Own Organization.

The modern idea in solving the "Man Wanted" problem is to have men, familiar with the peculiarities of your own business, already trained for new or vacant positions.

Over 200 Railroads and more than 350 industrial firms, including such as **The Bethlehem Steel Co., The Yale & Towne Mfg. Co., The Warner Gear Co.,** and many others equally well known, are developing more efficient employes by urging **SELF-EDUCATION** through THE INTERNATIONAL CORRESPONDENCE SCHOOLS.

282 Courses To Help You

The I.C.S. are able to help your employes make themselves more efficient.

One large firm in the Orient says: "We shall be pleased to have you make every proper effort looking to the enrollment of additional employes in the International Correspondence Schools."

Regardless of your needs, whether small or great, the I.C.S. are ready with a plan that will increase the efficiency of your employes. A letter from any employer requesting explanation of the **"I.C.S. SERVICE EFFICIENCY PLAN"** will be sufficient to bring full particulars.

Office No. 15
China Agency I.C.S.
11c NANKING ROAD
SHANGHAI.

Classified Advertisements are Continued on Page 17

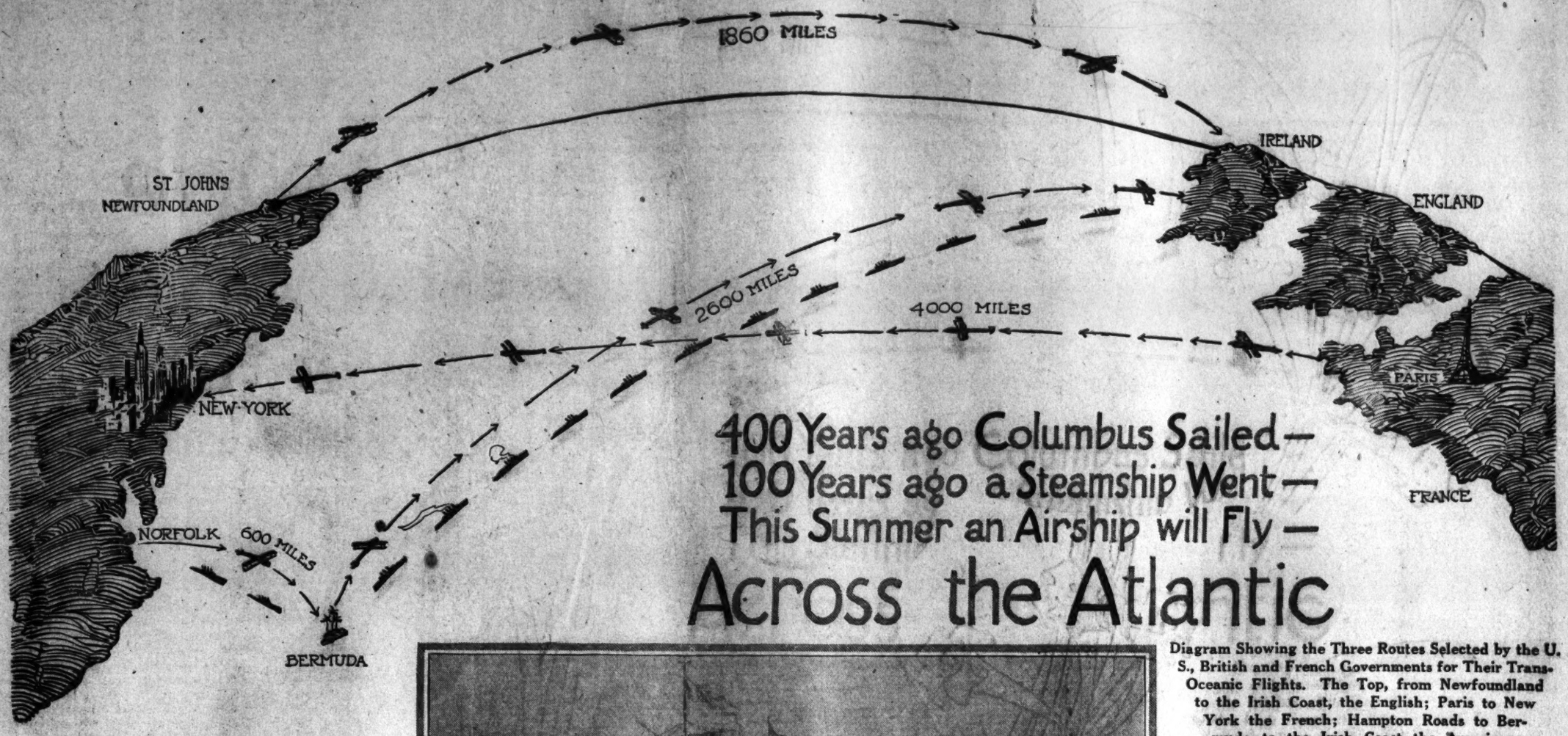


Diagram Showing the Three Routes Selected by the U. S., British and French Governments for Their Trans-Oceanic Flights. The Top, from Newfoundland to the Irish Coast, the English; Paris to New York the French; Hampton Roads to Bermuda to the Irish Coast the American.

400 Years ago Columbus Sailed— 100 Years ago a Steamship Went— This Summer an Airship will Fly—

Across the Atlantic

Feverish Haste of the British Government, the French Government and the American Navy to See Which Can Make the First Crossing of the Atlantic Ocean by Aeroplane

ODDLY coincident with the one hundredth anniversary of the first voyage by steamship across the Atlantic Ocean, it now appears from their feverish haste in preparation that either the United States, France or Great Britain will commemorate that epoch making voyage by making the first trans-oceanic aeroplane flight.

This flight, certain of achievement this Spring or Summer, will establish the new era of transoceanic travel, making the trip between Europe and America a matter of twenty-four hours instead of five days—as now—aboard the fastest steam vessels.

It is a little more than four hundred years ago that Christopher Columbus established contact between America and the old continent, crossing the ocean in his three diminutive caravals. This epochal voyage required thirty-seven days before the Italian discoverer sighted land on October 12, 1492.

Three centuries later, on May 22, 1819, the little wooden steamship Savannah, of 350 tons, set out under its own steam from the port of the same name in Georgia and a month later put into the Mersey in England. The event was heralded as the most significant of the age.

Although a remarkable and far reaching advance in the potential possibilities, the reduction in the length of time as against that of the former method was comparatively slight. After a period of three hundred years the time required for the trip was shortened only 20 per cent.

In these last one hundred years, however, the forward march of science and mechanics, as typified in the aeroplane, will reduce the time by five hundred per cent over existing ship facilities and by three thousand per cent as compared with the voyage of the Savannah.

The honor of the first trip across the Atlantic redounded to the Spanish crown, for it was Queen Isabella who undertook the financing of the expedition. The United States owns the record for the premier voyage by steam. Now the most determined rivalry has developed between France, Great Britain and the United States in their efforts to gain the prestige that will fall to the nation first crossing the Atlantic by way of the air, and incidentally it would seem that the limit of mechanical transportation will have been reached when this is accomplished.

Great Britain's plans for the attempt are practically completed. The start of her aviators will be from St. John's, Newfoundland, and the flight will be—nothing interfering—as the crow flies, directly across to the Irish coast. This is the shortest route between Europe and America, the distance being eighteen hundred and sixty miles. A party of air experts and meteorological authorities from Great Britain have already arrived at St. John's and are now conducting observations and making a thorough study of air conditions so as to determine the most advantageous time for the craft to start.

At the present writing there are two British machines which will seek to get away first. One is a Handley-Page flying boat built by the English Government and the other a Sopwith plane built by a private enterprise. Both machines have been shipped and are now on the high seas. The Sopwith plane will be piloted by Harry G. Hawker, an Australian, who won the British altitude flight in 1915. He will be accompanied by Commander Mackenzie Girve, Royal Navy. Hawker's machine is of the land type, but it has been fitted up so that it will remain afloat should it become necessary to descend. It carries a single motor of 375 horsepower and has been reported to have made a non-stop flight of 900 miles in nine hours and five minutes. Only one-third of the gasoline capacity was used on this trip, so the fuel question is of no consequence. An ample surplus can be carried.

The air speed of the Sopwith is 100 miles an hour, which is slightly faster than any of the giant machines which have been constructed in the United States for long flights. None of the mechanical details entering into the construction of the British Government's great Handley-Page seaplane have been divulged, but it is safe to assume that it is as large as, if not larger than, the various flying boats of the United States Navy, which are now being overhauled and groomed at the Naval Air Station at Rockaway Point, L. I.

Hawker will strive not only to make the first passage over the Atlantic, but hopes in addition to win the prize of $50,000 offered by a London newspaper. The official Government craft will not enter for this prize.

In order to claim the award of the London newspaper the flight must be continuous. If the Government plane had to descend to the water for any purpose—provided, of course, that it afterward completed the journey—this fact would not lessen the importance of its achievement. The same would hold true of the Sopwith, but making any such landing would disqualify any entry so far as the award of $50,000 was concerned.

The dogged persistence of the British in seeking to triumph over the United States is evidenced by the fact that every natural advantage will be utilized as far as possible and no expense is being spared to this end. It has seemed unusual that the start should be made from this shore instead of from England or Ireland but in order to assure every chance of success the start will be made from the American side so as to receive the benefit of the favoring winds which are usually from the west. Hawker, who will fly at an altitude of from 15,000 to 20,000 feet, believes that his plane will cover an additional 50 miles per hour by receiving a steady push from the prevailing winds.

The French have not discussed their plans openly but it is known that preparations are under way to make the trans-Atlantic effort. The French plane will pursue a course direct from Paris to New York. This distance is considerably greater than the route which Great Britain and the United States have selected. The air distance from Paris is 4,000 miles.

The craft that will seek the laurel for France will be one of the "Goliath" type, recently turned out at the Farman works at Boulogne-sur-Seine. It is built along the lines of the F. 60, carries 20 passengers and has an air speed of 100 miles per hour. In its present form it is capable of flying continuously for 200 miles and when remodelled with pontoons and passenger capacity given over for fuel, it is believed that the journey could be made without difficulty.

Several weeks ago Lieutenant Fontan, of the French aviation corps, started out for French Africa, where a base has been set up at Dakar, Senegambia. He was to have made a start from there with his immediate objective Pernambuco, Brazil. The distance between the two cities is about the same as that between St. Johns and the Irish coast. He was compelled to delay his trip on the first lap due to a cracked cylinder in one of the motors. Lieutenant Fontan may also prove a formidable aspirant for transoceanic honors.

The United States will have more than [illegible] in the race to Europe. Four mammoth flying boats will comprise the squadron for the trial. If any one should become disabled another may be readily substituted. These machines are now at the air station at Rockaway point and mechanics are working in twenty-four-hour shifts to get them in readiness.

The N. C.—Navy Curtiss—1 is the model that will be used. Besides this there are the N. C. 2, the N. C. 3 and the N. C. 4, under construction. Contrary to the schemes of the other nations, our naval authorities have provided against any contingency which might arise en route. The route selected starts at Hampton Roads, Va., thence to Bermuda and from there to the coast of Ireland. The total distance to be covered is about 3,200 miles. The first lap is 600 miles and the second 2,600 miles.

In order to prevent abandonment because of insufficient fuel, torpedo destroyers will be sent out and anchored along the course of the flight. These will be spaced about 200 miles apart. With this plan in operation refueling would be a matter of a few minutes, and of course greatly decrease the danger to pilots and crew should the aeroplane be forced to descend to the water.

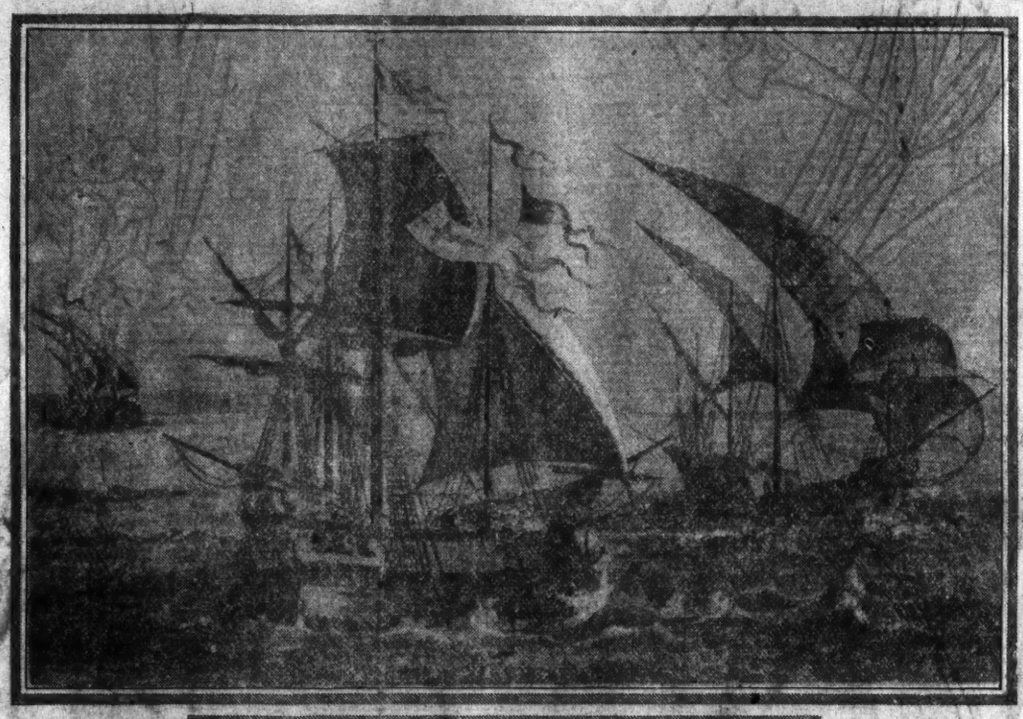
All four types will be equipped with three 400-horsepower Liberty Motors, each turning a separate propeller. The N. C. 1 when constructed had provisions for fifty passengers in addition to crew. Her live load capacity was then figured at four and one-half tons and she carried fuel for a cruising radius of thirteen hours.

This passenger capacity has now been converted into fuel space. The Liberty Motor consumes .55 pounds of gasoline per hour per horsepower. Therefore, its cruising radius will be increased some fourteen additional hours, giving a total of twenty-seven hours. It is said that other modifications have been made which will enable this model to carry enough fuel for a non-stop flight.

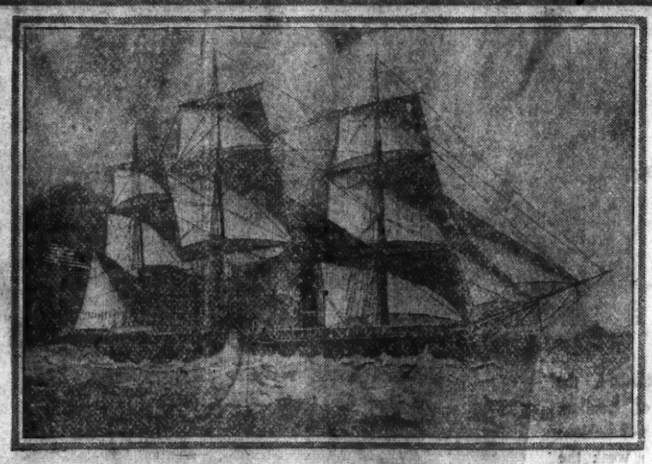
These types have an air speed of ninety miles an hour, but by taking advantage of favoring air currents the speed can be increased to considerably more than 100 miles per hour. Experts are of the opinion that a continuous flight can be made. In any event, the plan for mother ships for refueling will obviate any difficulty on this score.

The N. C. 1 during the past four months has become a familiar sight about New York and along the coast line, and this particular flying boat will have the honor of starting out as the representative of the United States. Commander John H. Towers, who has charge of all arrangements, has already appointed Lieutenant-Commander Patrick N. L. Bellinger, U. S. N., to pilot the transocean boat.

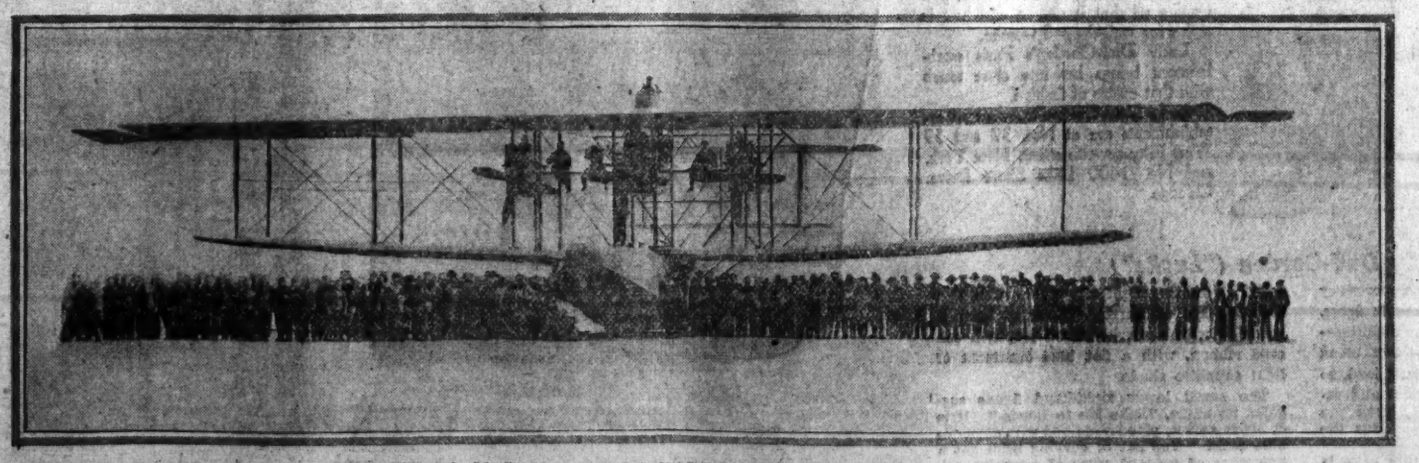
The wing spread of the N. C. 1 is 126 feet 6 inches from tip to tip. The wings are twelve feet wide. Three two-bladed propellers of the tractor type are used. The N. C. 2 has a total of three propellers, one pusher and two tractors, while the No. 3 model has three of the pusher type.



These Are the Three Caravels of Columbus the First Sailing Vessels to Cross the Atlantic. It Took Then 37 Days.



This Is the Savannah, the First Steamship to Cross the Atlantic. It Took It 30 Days.



This Photograph Is of the Gigantic U. S. Aeroplane Called the N. C. 1, the Type with Which Our Government Will Try to Be the First to Cross the Atlantic Ocean—in 24 Hours.

Parade Dresses By Lady Duff-Gordon.

Parade Dress of Velveteen. "Lucile" Model.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon *("Lucile")*

THE afternoon gown gives opportunity for the display of ingenuity in dress.

Since there exists the probability—and danger—of one afternoon gown being like another, following each other's lead, so to speak, the designer of beautiful and expressive robes must concentrate upon the problem. Here are some dresses for the Easter parade—and after.

The large middle figure on this page is an example of a chic gown that may be worn from the luncheon hour until the wearer replaces it with a dinner or theatre gown. It is of horizon blue satin, banded with skunk fur. The skirt is scant at the ankles and moderately full at the waist and knee line. A Russian coat of knee length is belted by a crush girdle of black satin topped by a band of peach colored satin. The front breadths of the coat and the overlap of the skirt itself reveal a lining of the peach colored satin.

Over the shoulders is drawn a flat lace scarf, giving the effect of a stole. The high crowned hat of narrow, drooping brim is trimmed with a narrow band of peach colored ribbon, with a flat blue ornament of light sapphire shade.

The small lower right-hand figure suggests its name, "Take Me to Lunch." It is of black velvet, piped and lined with sapphire blue satin. The hat of curving brim has a trimming of crossed rows of sapphire velvet ribbon, which hangs in graceful bow and long ends at the back, in the fashion of the quaint Dolly Varden hats of pleasant memories. At the front is a silver ornament.

The third reproduction is of my "R. S. V. P." Made in a one-piece gown, it is slashed at the waist line to reveal a lace blouse of deep ecru. The gown is of sand colored velveteen. Ecru lace cuffs give a touch of daintiness to the gown that is particularly elegant and especially unique, because it conveys, as the stage folk have it, an illusion of shawl-like drapery.

A Charming Dress of Blue Satin, Banded with Fur, A New Easter Hat on Top of It. ("Lucile" Model.)

"Take Me to Lunch."—A Dainty Creation of Black Velvet. ("Lucile" Model.)

New Gowns Exploit Lace In Most Novel Manner

Filmy Material Bids Fair To Be 'The Thing'—Very Short Skirts And Long, Floating Trains Prevail In Frocks

What to do with lace? Everything, is the answer. If we can judge truly by the signs of the moment lace is to be the thing this summer. Some new and enchanting gowns for afternoon and evening wear are exploiting the cobweb laces in novel manner.

Of course by this time we have recovered from our first shock at sight of the evening gowns sans backs except for the merest strip of gold or silver tissue or a bit of jet banding just at the waist line.

"To think of gowns cut as low as that," moaned a conservative woman the other day, "and all of our boys coming home from the war!"

There seems to be no attempt to soften this extreme decolletage by bits of tulle or chiffon as heretofore, therefore I am of the opinion that these gowns will be left to the extremely young, if they are accepted at all. This is a bit of digression from our lace, though it will be seen that this sort of dress is related, as one of the most exquisite frocks displayed of late has both this decolletage and quantities of rare and fine lace to embellish it.

The body of the gown, that is the rather short skirt and what there is of the front of the waist (for as I said these are the days of vanishing backs), is made of a silvery gray satin of rare quality and suppleness. The skirt has no hem, which is one of the fancies of the hour, as the width of the satin is now used for such purposes and the selvage edge left at the bottom to form a finish in place of a hem. Over the skirt is drawn an apron drapery of beautiful lace, which stops just above the knees in front, passes around to form a cascade at each hip and ends in an exaggeratedly long train in the back, made by sewing the two widths of the lace together and down the middle of the very long train. The merest strips of lace and a silvery chiffon join back and front of the bodice, and the sleeves are straps of silvery beads. The lace in front makes a bib to correspond with the apron drapery on the skirt.

The idea of the very short skirt and the extremely long train is to prevail largely in summer frocks, the train always being of some material much lighter in weight and floating away, as it were, from the heavier fabric underneath. Thus a very handsome evening gown of black and silver brocade which might in truth be called a "sheath" gown, if that sort of gown were "in" just now, but which is in reality a modified princess effect, has the back from neck to shoulders missing. A narrow band of jet goes over each shoulder and holds in place a panel of black tulle so hung that it forms a graceful hood effect and floats for at least two yards in a filmy train, much as the effect of a bride's tulle veil would have if worn with a short frock.

The sides of the floating train are banded with jet and the brocade underneath is formed into a little pointed fish tail train much shorter than the tulle. The bodice of this stunning gown in front is a continuation of the princess effect and ends in a square decolletage.

No effort seems to be given to confining these draperies which I am calling trains. Certainly they are extremely novel enough to catch the attention and attractive enough to be pleasing. On a black taffeta afternoon frock, for example, the skirt, short also, is overhung with an apron drapery of black georgette, and this drapery forms four panels, each scarcely more than eight inches wide, and each, depending from the sides of the skirt, lies for at least a yard on the floor. This sort of drapery is introduced to produce the effect of the long skirts and actually giving the comfort and convenience of the shorter ones.

A charming fashion of using lace scarfs has been introduced by making them up as panels, banding with jet or scintillating beads and hanging from one shoulder in a gracefully draped effect so that the length of the lace forms the train. This is a particularly good way to utilise the scarf of Spanish lace such as one buys in Rome when about to have an audience in the Vatican, or at least brings home as a lovely souvenir of the Eternal City.

Some very new afternoon gowns reveal tunics of bands of lace and geogrette put together with a thread of beads between the two and hung over a satin foundation.

One of the most delightful ways of using filmy lace is that of taking a wide flounce joining the two upper edges together and thus obtaining a great width with the same edge for front and back. An opening is left about half way the length of this flouncing, through which the head is slipped and then the lace is cut into a becoming decolletage and lightly caught in a sketchy kimono fashion to form sleeves. The whole thus has the effect of a lace jacket and is worn over chiffon or taffeta gowns, or lingerie ones if one so wishes.

An adorable taffeta frock which is an excellent illustration of the pleasing results of the wise use of lace is shown in a lavender taffeta afternoon dress fashioned as to the foundation as simply as a shirtwaist dress. Over this is a tunic of soft creamy Alencon—the lace arranged in front in apron effect, much longer in the back, though minus the train this time. The charming lace is used to veil the bodice almost entirely and to form long, tight sleeves.

Not only is lace sought for gowns and blouses, but many of the summer hats are showing crowns and brims entirely made of it. This is especially true of the black laces. Often one finds the brim of a wide satin hat split at one side for a wide insert of some very good Chantilly lace. Again flares of this sort of lace wired to stand up stiffly crown many wide brimmed chapeaux.

And here again are lace fans in demand, the sort we have not seen in years and years, black mounted on real tortoise shell and real Brussels and Honiton mounted on mother of pearl sticks.

As for real lace collars and berthas, cuffs and gilets, few gowns are shown without some bit of unusual lace made up into the above mentioned delights.

Yes, this is the day of lace. If you have any, inherited or otherwise, bring it out and place it on your gown. Some makers are showing funny little apron frills placed just across the stomach and finishing the front of a bodice or blouse, to appear again as a sort of chemisette for the top of the blouse. This method is a concession to the ubiquitous vestee.

Your Skin Needs Protection

Do you know why it is that your skin is often so rough, dry and "tight"?

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Use it every day. Do not be afraid to apply it while dressing. It disappears immediately and will not soil veil or gloves.

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Large articles are easily washed by placing them in the LUX solution and gently kneading with the hands, **(do not squeeze or twist)** rinsing in tepid water as before.

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Health, Beauty And The Home

All About Eggs

By Mrs. Christine Frederick,

The Distinguished Authority on Household Efficiency.

ONE of the food products that get cheaper in the Spring is eggs. At this season hens begin to re-lay after the scanty laying of Winter; also eggs are unloaded from the cold storage houses, where they may have been held in anticipation of high prices. Therefore the housewife who has been using few eggs during the Winter owing to their scarcity and high price naturally turn now to this wholesome meat equivalent.

Eggs have all the qualities of meat. The white of the egg has identically the same albumen which is found in meat products and which builds muscle or body tissue. In addition, the yolk of the egg furnishes phosphorus, iron, sulphur and other salts. For this reason eggs are considered almost a perfect food.

One of the old and still common ideas about the white of egg is that it is especially digestible when taken raw. For this reason invalids have often been urged to take the raw white of egg either plain or beaten, etc. But the latest finding of science is that the raw white of egg is far from digestible and that it acts like a poison in the system. A famous French professor made experiments on dogs, in which he found that the raw white of egg passed through the body totally undigested and even caused cramps and colic.

But it has also been proved that even when slightly cooked, so as to coagulate it, the white is very readily digested. The yolk can be taken either raw or cooked with no bad effects.

Although in France almost every cook knows scores of different ways of preparing eggs, in many American homes eggs are used in scarcely more than a half dozen ways. In a great many American homes, for example, the omelet, so popular abroad, is unknown.

A simple way of preparing eggs that is especially good for children is what is called the "coddled" egg. This means taking the egg in its shell, dropping it into boiling water and allowing it to stand about six minutes, or until the white is a soft jelly.

Another method is to butter a glass or china cup, break the egg into it and set the cup into boiling water until the egg is firm. In the tomato season eggs may be thus broken into the scooped-out tomato shell, set in the oven and baked. Again, depressions may be made in a mound of mashed potatoes, eggs broken into them and the whole baked for a few moments in the oven. Any of these ways is far preferable to the popular method of frying eggs, which is extremely bad.

The worst cooking habit is to combine an egg with fat or to cook it at a high temperature. Heat always toughens albumen and meat, thus making it harder to digest. And if on top of this grease or fat is used, the effect is even worse. Therefore, always cook eggs and sauces and custards or boiled dressings containing eggs over water, to prevent the egg from becoming tough and leathery.

It is also more preferable to scramble eggs in the upper part of the double boiler over hot water than to cook them in a skillet in some sort of fat. Cooking them in fat makes them far less easy to digest, especially for children and invalids, than by using the other method.

Eggs have as many possibilities cold, as hot. If an egg is boiled slowly for half an hour the flesh becomes as easy to digest as if soft boiled for only a few minutes. Hard boiled eggs should be used more in salads with potatoes, fish, etc. Many dishes can also be made with the grated yolks and whites of boiled eggs; for instance, any vegetable salad, such as potato, beet, or string bean salad may be made richer and also more attractive looking by using the grated yolk on the top of the salad. Because of their flat and insipid lack of taste, eggs combine with all highly seasoned dressings, both hot and cold. Another way to use eggs, especially in the Summer, is in a meat jelly loaf. Any portion of left-over meat and gravy may be combined with gelatine and sliced boiled eggs, put in a mold and cut into slices when firmly cold. Many delicious dishes may be copied after this model, which is a good way to use up left-overs of meat in warm weather.

Possibly not many mothers realize the importance of eggs in the diet of a child from one to ten years. Even a baby of a year, if healthy, can take the beaten yolk of an egg a day or a coddled egg three times a week. This will give lime, iron, sulphur and other bone-building material. Of course the egg must be strictly fresh. We do not favor the Chinese habit of taking an egg and burying it in the earth for a year and then delighting in its strong and peculiar odor! If the mother understands food values she will never grudge paying even a higher price for fresh eggs for her growing children. The author's own baby receives the beaten yolk of a fresh egg every day, even at the age of fifteen months.

Because of the mineral salts which they contain, eggs should not be cooked in tin, iron or metal utensils. It is best to use china, glass or agate, if the egg is not cooked in its own shell. Speaking of boiled eggs brings up the point and the query as to why it is a national American habit to eat boiled eggs as we do? Why take an egg cooked in its own sanitary shell, and which has come all hot and clean from the boiling water, and turn it out into a cold and sometimes dirty drinking glass? Two boiled eggs thus taken from a shell in the ordinary American fashion of serving certainly do not present a pleasant appearance. As one man said, such a glass of eggs looks like "the post mortem of an operation!" Why do we not follow the far more sensible and delicate habit of the English people and eat boiled eggs from the shell? Anyone noticing two people each eating the egg in these different manners will certainly agree that the English method is more sanitary, more convenient and far less repulsive to any one with an asthetic taste in eating. There are sufficient attractive egg cups to be found to make this method one of pretty service.

"Her happiness over her fast growing slenderness will more than compensate for any minor inconvenience."

Photograph Posed by MISS MARION DAVIES at CAMPBELL STUDIO

If You're Too Stout

By Lina Cavalieri,

The Most Famous Living Beauty.

HAVE you a face shaped like a full moon? Are your cheeks full and puffy and your cheek-muscles sagged? Instead of the straight, clean-cut lines of beauty does your face have that jowl-like look that suggests the lower animals?

And when you survey your figure in the mirror, particularly in the back, does it look broad and coarse? If so, then you must be keenly conscious of your weight and consumed with desire to get thin. And your movements instead of being graceful and easy are awkward and clumsy.

When we are actually at normal weight, that is, when we are only so heavy as Nature intended, we are not oppressed by our bodies. We feel so light and our minds are so capable of dominating our bodies that we scarcely realise we have any weight at all. That bird-like lightness of body is a sure sign that we are at our best.

Therefore, if you do not have this feeling, but want to look your best, you must resolve first of all to train down. But how? Do not adopt any of the cure-alls recommended by your interested friends, but adopt what I consider the wisest course for the stout person—go straight to your own physician and ask his advice.

This is necessary, because your physician knows your constitution. What is a good remedy for one would not do at all for another. Your physician knows in what direction lies the peril for you. You may not be permitted to take the beef and hot water cure because you may be predisposed to rheumatism. And since in beef there is at least seventeen per cent of uric acid, this would be the worst possible thing you could do.

Also, you may be excessively nervous. In such a case your physician will not permit you to go on that starvation system of diet which would reduce your nervous force as well as your figure. Or, if you are not an especially vigorous woman, he will be unwilling for you to run any risk of impairing your vitality.

Under his guidance, then, you can begin a regimen like this:

For breakfast two slices of thin, dry toast. If such a breakfast will satisfy your cravings, I would insist, too, that your bread be dry. If not, you can spread it as thinly as possible with butter. With this you may eat one medium-boiled or poached egg and drink one cup of coffee.

This light breakfast may be a hardship at first, but if you will eat very slowly, masticating your food until it turns to thin liquid in your mouth, you will find that one-half the food you formerly ate will just as fully satisfy your hunger.

The only luncheon you should be permitted, if you really want to lose weight, is a light one of fruit. Try to get along with an apple or an orange. If you are suffering from hunger, eat two. But masticate, masticate, masticate.

At night you may be allowed to eat anything you choose, except potatoes, pudding or pie. But here again, I charge you to take twice as much time as usual for a meal. At none of your meals should you drink water.

Every other night you can vary your dinner by eating instead a large bowl of bread and milk. The milk should contain no cream, but should be skimmed.

Meanwhile, you should discard your carriage, taxi, or motor car and take two walks a day. If your work lies at the other end of a trolley line, don't ride, but walk. You may not be able to walk the whole distance at first, but if you begin gradually you will find you are soon able to walk the entire distance without being unduly tired.

At first you may not walk more than a few city blocks without feeling greatly fatigued, but after two weeks or so, when Nature has become accustomed to the new regime, you should be able to walk four to five miles every day.

If, as sometimes happens, you return from your walk feeling faint, you may be allowed to drink a cup of hot but very weak tea. Even two cups will be permissible provided you do not take cream and as little sugar as you can do with.

The effects will not be long in coming. I assure you you will be more than repaid by your increasing loveliness and the gain to your health will be incalculable. All this may be accomplished, if you persevere in what I have told you, without any expensive journey or course of Turkish baths, and even without a daily massage.

Your only outlay will be a little self-denial; the fee from your physician and perhaps the tailor's charge for taking in your gowns. But I am sure that no woman would ever mind the latter. Her happiness over her fast growing slenderness will more than compensate for any of the minor inconveniences that may result from any safe and sane method of reduction.

Some "Easy-to-Make" Sweets

By Mary Lee Swann,

Principal, Scudder School of Household Arts.

Brownies.

CREAM ¼ cup fat, add 1-3 cup molasses, 1-3 cup corn syrup and beat well. Add 1 well-beaten egg and 1⅞ cups flour sifted with ¾ teaspoon baking powder. Add ½ cup nut meats and ½ cup raisins, cut in small pieces. Mix well and bake in small fancy tins which have been well greased. If desired, the brownies may be spread with melted bitter chocolate and then decorated with nut meats, raisins or cherries.

Hermits.

BEAT 1 egg until light, add 2 tablespoons molasses and ¼ cup butterine and beat until light. Sift 1 cup flour with 1½ teaspoons baking powder, ½ teaspoon soda, 1 teaspoon cinnamon and ¼ teaspoon nutmeg. Stir into the first mixture and beat well. Add ½ cup chopped raisins and ½ cup chopped nuts and 1-3 teaspoon vanilla. Drop from tip of tablespoon into well greased baking sheets and bake in a moderate oven until brown.

Drop Cookies.

CREAM ½ cup fat, add 1-3 cup ginger syrup from preserved ginger. Add ½ cup honey and 1 slightly beaten egg. Beat thoroughly. Mix and sift 2¾ cups flour with ½ cup barley flour, 2 teaspoons cream of tartar, ½ teaspoon salt and 1 teaspoon soda. Add gradually to first mixture, beat well and drop from tip of spoon into a buttered sheet. Bake in a moderate oven.

Small Chocolate Cakes.

CREAM ¼ cup butterine and add 1 cup sugar gradually. When well blended add 2 well-beaten egg yolks. Then add alternately ½ cup milk and 1 1-3 cups flour sifted with 2½ teaspoons baking powder and ¼ teaspoon salt. Beat well and add 2 squares chocolate, melted over hot water. Mix and then fold in 2 stiffly beaten egg whites and add ½ teaspoon vanilla. Bake in small, well greased cake tins. Chopped nuts may be added if desired. Cover with chocolate icing or White Mountain cream.

White Mountain Cream.

MIX 1½ cups sugar with ½ cup water and stir until sugar is dissolved. Cook until the syrup spins a thread and pour drop by drop over the stiffly beaten whites of 2 eggs, beating constantly. When slightly cool add ½ teaspoon vanilla. Spread on cakes when stiff enough to hold its shape. Chopped nuts or candied fruits are sometimes added to the icing just before spreading. A little bitter chocolate, melted over hot water, may be spread over the icing with a knife or spatula dipped into hot water. Finely chopped cherries, pistachio nuts or grated chocolate may be used to decorate the cakes after the icing has been spread. A bit of vegetable coloring may be used to tint the icing. For example, a little pink coloring may be added before spreading on the cake. If the cake is then sprinkled with freshly grated or canned cocoanut, from which all the moisture is squeezed, the effect is very beautiful.

Quick Chocolate Icing.

SELECT a good brand of prepared chocolate. Cream a little butter, add prepared chocolate gradually, creaming thoroughly. Then add a little hot water and continue adding chocolate until the desired amount of icing is made. Sifted powdered sugar may be added if not quite sweet enough.

Maple Fondant.

STIR 2 cups maple sugar in ½ cup hot water until dissolved. Then cook with 1-10 teaspoon cream of tartar until the syrup forms a soft ball when tried in cold water. (It is usually necessary to wipe sugar crystals off the sides of the kettle during the cooking.) A piece of cheesecloth wrung out of ice cold water may be used. The tips of the fingers may be used without discomfort if they are plunged into the ice water before they remove any of the crystals. It is necessary to repeat this several times to remove all the crystals.) Pour out on a platter, which has been wet with cold water, and let stand until a dent can be made in the surface. Then work with a spatula until soft and creamy and knead while still warm. This fondant will keep perfectly if placed in a glass or earthenware jar. It should be covered with oiled paper or with a closely fitting cover. It may be used for nut creams and coated with melted bitter or sweet chocolate. It may also be used as a filling for prunes or dates or as a foundation for cake fillings.

Why So Many Wives Resemble Their Husbands

"THEY look enough alike to be brother and sister," is a remark often made about a man and his wife. And now science tells us that there are good reasons for our noticing a resemblance.

It is not imagination that makes us find a physical likeness in married people whom we know to be deeply in love with one another and to have many mental qualities in common. The resemblance really does exist in enough cases for some scientists to consider it the rule rather than the exception.

As science has found out there is nearly always a large measure of unconscious mimicry among persons brought continuously into contact. It is the most natural thing in the world that husband and wife, from living together for many years, should acquire identically the same way of acting and speaking.

This subconscious imitation results eventually in the recasting of the features of each into much the same mould, and their friends begin to see that they look alike.

A French scientist who has been studying the subject, has quite a different explanation of the matter. He believes that the striking likeness between so many husbands and wives existed from the beginning—in fact, that it was the attraction of like for like which more than anything else made them fall in love and marry.

According to his idea a man with red hair and blue eyes is much more likely to fall in love with a woman with hair and eyes of the same color than he is with a black-eyed, black-haired woman.

In support of his contention he presents some interesting observations which he made at Nice, a favorite resort for European honeymooners. He was so struck with the resemblance of the men and women he saw together there that he collected the photographs of 250 couples, who were not personally known to him, and in each case carefully noted the appearance of husband and wife.

The results of this study showed that the resemblance in young couples were about 66 per cent, and in the older ones 71 per cent. These figures, he believes, confirm his theory as to the early presence of resemblance in married persons.

Beauty Questions Answered

CAN you tell me why the skin on my nose is coarser than that upon any other part of my face?—G. M. F.

As a rule, the skin of the nose is predisposed to morbid conditions and immediately reflects every physical disturbance that affects your system. If you are subject to irritable and nervous spells these also are likely to affect the skin of the nose unfavorably. A dozen drops of tincture of benzoin in the basin of cold water, when you are giving the face a final rinsing, will have a tonic and whitening effect on the skin. Massage will also do much to remedy the evil.

I AM going to take a beauty fast and wish you would recommend some nourishing beverage to drink while I am doing without food.—FLORA.

Here is a drink that is half food and half medicinal and will aid you greatly in your quest for slenderness:

Whole wheat ...2 tablespoonfuls
Boiling water ...1 pint

Into the boiling water stir the whole wheat after it has been ground. Add a little caraway or celery seed to flavor. Sweeten, if you wish, with half a teaspoonful of powdered licorice.

MY hair is covered with a fine powdery substance which I know is dandruff. Please tell me how this disease can be cured.—M. L. R.

Dandruff is not really a disease, though many people call it that. It is a flagrant mark of neglect. If allowed to go on unchecked it will in time cause many annoying disorders of the scalp. Shampooing is the best way to remove it, provided this is accompanied by a nightly massage of the scalp. If this method seems too slow then try washing the hair with the following, which is a POISON if swallowed, but will remove the dandruff germ without fail:

Yellow oxide of mercury	10 grains
Glycerine	1 dram
Alcohol	8 ounces

HOW can an ingrowing toenail be cured? I wear a loose shoe and am at a loss to account for such a trouble.—E. F.

It is not always the shoe that causes the trouble. Sometimes it is caused from paring the nail too closely or from long-continued and habitual neglect of the foot. Any cut or wound on the toes should immediately be bathed in an antiseptic solution. Thrust a small piece of absorbent cotton, wet with one of these lotions, under the ingrowing nail, and scrape or file it longitudinally down the centre until quite thin.

MY eyelids are heavy and soft and have become full of wrinkles. This makes me look much older than I am. Please advise me.—CATHERINE.

For those flabby, soft eyelids that have wrinkled so early into a prematurely aged appearance the sensible girl seeks first the extra sleep and rest that are the greatest tissue repairers in the world. To assist nature further in this work of rejuvenation she may resort to this ointment:

Fresh lard	150 grains
Sulphate of Potash and Aluminum	25 grains
Tannin	10 grains
Borax	20 grains

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*
Stewed Dried Fruit, Milk Toast, Coffee.	Grapefruit, Oatmeal, Muffins, Toast, Coffee.	Cereal, Fish Roe Cakes, Rolls, Jam, Coffee.	Prunes with Lemon, Steamed Rice, Coffee.	Apple sauce, Codfish and Potato Balls, Toast, Coffee.	Oatmeal with Raisins, Reheated Rolls, Coffee.	Apricot Sauce, Cereal, Scrambled Eggs, Coffee.
Luncheon	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Dinner*
Tuna Fish Timbales, White Sauce, Baked Apple Salad,	Mock Chicken Salad (left-over Pork), Quick Cornmeal Rolls, Little Sponge Cakes, Tea.	Scalloped Potatoes with Cheese, Pineapple Jelly with Marshmallow Sauce, Tea.	Banana, Pineapple and Peanut Salad, Brown Bread, Cocoa.	Creamed Corn in Ramekins, Spiced Celery, Nut Oatmeal Cookies,	Stewed Lima Beans, Baking Powder Biscuits, Home Made Sweet Pickles, Gingerbread.	Beef Pot Roast, Browned Potatoes, Horseradish Sauce, Spring Greens, Grapefruit, Crackers, Half Cups Coffee.
Dinner	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Supper*
Roast Pork, Gravy, Buttered Young Onions, Mashed Potatoes, Lettuce Salad, Russian French Dressing, Spice Cakes, Coffee.	Hamburger Steak, Grilled Potatoes, Sugared Carrots, Kale, Banana Gingerbread, Coffee.	Fried Tripe with Minced Peppers, Boiled Potatoes, Tomato Salad, Indian Pudding with Sterling Sauce, Coffee.	Vegetable Soup, Round Steak in Casserole with Onions, Carrots and Potatoes, Young Mustard Salad, Buttermilk Custard Coffee.	Planked Shad, Potato Border, Buttered Carrots, Green Peas, Lettuce Salad, Apple Cake, Maple Hard Sauce, Coffee.	Baked Stuffed Liver, Fried Onions, Boiled Rice, Spinach, Orange-Cocoanut Salad, Coffee.	Favorite Sandwiches, Fruit Jelly, Nut Oatmeal Cookies, Cocoa.

Household Hints

Cleaning Jewelry.

A SOLUTION of ammonia and water in equal parts is excellent for cleaning jewelry.

For a Squeaky Swing.

A PIECE of old leather placed on the hooks from which a swing is hung will prevent any squeaking.

Greasing Your Racket.

BEFORE putting a tennis racket away for the Winter cover the strings with vaseline to prevent their breaking.

White Cellar Stairs.

IF the lower cellar stairs are painted white it will help prevent accidents when going down them in the dark.

Good Stove Polish.

TO make the stove or grate shine rub it with a mixture of soda, vinegar and black lead, and polish off with a soft, woolen cloth.

Cleaning Pans.

SCORCHED bits of food that stick so persistently to pots and pans can be easily removed by sprinkling dry soda over them and allowing to stand for a while before washing.

Grease-Stained Taffeta.

GREASE spots can be removed from taffeta silk by rubbing with a little magnesia and allowing the powder to remain on for several days. Then rub lightly with a flannel cloth.

Paris Insists Upon Shortest Skirt In Civilised Times

Extreme Fashion Once Rejected By America—Dressmakers Eager To See Result Of Struggle This Spring

We are at the turn of the tide in fashion. France did her very best this year, and although she had the glory of victory in her heart and freedom from air raids and bombs, she struggled with other difficulties which had nothing to do with courage, but were brought about through deficiency of labor.

Paris is by no means normal industrially or commercially. With the best intentions in the world, it is not possible to get at once the same amount and class of labor that could be had before the war.

There is unrest there as here. Those who have received abnormal salaries as war workers are not quite content with the small salaries paid them before the war. This is only human nature and no one should criticise it.

Hundreds of workers who were content to receive about a dollar a day for work in the big dressmaking houses in France are in search of other kinds of work which will meet with their ambition. They have lived well for four years, or at least they have had the money to do it, and it has aroused their belief in themselves. It is not possible for France to pay such salaries again, but it has created discontent throughout all industrial channels, and especially among the Paris girls.

But under these difficulties Paris worked well in fashioning clothes for the world. The American buyers went in force and bought liberally. The clothes are coming home and the American woman is trying to decide what she will do about her own wardrobe.

The dressmakers are in two frames of mind: They expect that large class of millionaire war workers to return to their old pastures and buy hundreds of gowns for social life, and yet they fear the luxury tax and the new loan.

Everywhere one goes, dressing is exceedingly smart, lavish and expensive. This is a good omen for the dressmakers, but the observer is not quite satisfied that it is not a phase. It may continue and it may not. Much depends on the amount of money that each person will have to give to the Government in the next year.

The dressmakers are well aware of these conditions. They are watching them as anxiously as the captain of a ship filled with precious cargo watches the barometer.

Summary Of Paris Ideas

It is easy to run over the list of some things that have been settled by Paris and it may help the woman who is going out for new clothes. She must be well aware that the American world is still dominated by what Paris says, although we have formed our own opinion about things in a surprisingly authoritative manner since 1916.

One of the significant things to dressmakers, and probably to the American woman in the new fashions that arrive from France is that the skirts are shorter than they were last year.

You may remember that America elected to wear long skirts last year and all her smart women have insisted upon ankle length. They say they have no intention of changing this and at the ultra-fashionable gatherings in New York during January, there were skirts worn at luncheons that trailed the ground back and front.

The smart designers stopped making short skirts even for the street six months ago, and dance gowns have not been above the instep since last October, and the dignified ones always boasted of a short train.

Paris made her skirts shorter. America refused them. Then Paris lengthened her skirts in December for her fashionables. Now she sends us the shortest skirt ever known in the history of civilised fashions.

One need not even use the word civilised. The savages who wore any garments never adopted such short skirts as Paris has launched this spring. It is no exaggeration to say that some of them are not more than five inches below the knee. These have been sent to America to some exclusive women who order their clothes direct from France and they are included in the first of the Paris gowns that the importers have brought over.

Now what are we going to do about it? It is a pretty question. It is probably the biggest struggle that has ever been put on between the two countries in the line of clothes.

If the American women adopt skirts that are five inches below the knee and wear them in the French manner with slippers instead of high shoes there will be a protest from pulpit, press and the critical public that will reach hurricane power.

That the Paris women should wear these skirts directly after the day the armistice was signed is symbolical of the French manner of springing into an eccentricity whenever there is a vast upheaval in its politics which it would take a historian to explain. All the dress student knows is that Paris has done it ever since there were wars and rumors of war.

It is a wonder that she did nothing more extravagant than cut her skirts off to the knees. We are told that the actually conservative women of Paris go about with their silk clad legs exposed from ankle nearly to knee, and that their capes and top coats of furs have been cut the same length as their skirts, and this on a day when taxis are not to be procured and private automobiles have not been reinstated.

There is no going back of the importance of the struggle that is already started in the area of fashions between the two dominating countries concerning the length of the skirt. We will all watch it with interest. It has been found that the women who pay very little for their clothes and buy new ones often are the ones to take up the very short skirt.

The Very Tight Skirt

Not only are the skirts shorter than they were last fall in Paris, but they are very tight, draped up in front in the Oriental manner, sometimes forming a puff below the waist which is often banded in with jeweled galloons or sashes of the material.

Whatever they may be in the front, however, they are tight in the back. There is no tendency toward uptilting in the back after the American fashion of last summer. The whole movement is not only Oriental but early Oriental. The contour is that of Alexandria in its glory, of the Byzentine era.

There are other skirts that are as tight and straight as a towel would be pinned about the figure.

There are tunics on the new skirts, but they are just across the front, leaving the back width plain and tight.

All the sleeves in the Paris gowns are short. No, not all. There are some long sleeves which reach half way between elbow and wrist and others that have the mediaeval length and are stretched out over the hand.

Just what the American public is going to do about the usage of short sleeves in street gowns, no dressmaker speaks with authority. Gloves are as scarce and excessively expensive. It is not according to the American custom to go in the open with the arms uncovered during the day, although we have adopted the French fashion of not wearing gloves in the evening. To ask women to provide themselves with quantities of long gloves in order that they may have the arms covered from morning until night is putting a burden upon their purses that might be the straw on the camel's back.

It is a good guess that the bulk of the American public will simply refuse the short sleeves as it refused the short skirt last October. It is true that a three-quarter sleeve requires a large number of gloves also, but there is no reason against the wrist length and even knuckle length sleeve to which the American woman is accustomed.

It would be a sad day indeed if we were to return to the fashion of ten years ago when women in every class of life thronged the streets with their shirtwaist cut off above the elbow, and their bare arms and hands protruding. It not only looked disorderly; it was certainly uncleanly.

Paris Reinstates Serge

The world thought that fashion had intended to keep dark blue serge on the shelf. It put it there last autumn, and gave no evidence that it would come back into its own. Jersey, silk and wool took its place for the average gown, and a material called gabardine was used when a light weight cloth suit was needed.

The public had accustomed itself to the thought that dark blue serge was to be withdrawn from the arena of fashions, and had turned its attention in other directions, when here comes Paris with quantities of blue serge gowns made in simple and fantastic ways.

The majority will be glad. Dressmakers are also happy whenever this fabric is reinstated, for it is simple to get and there is little criticism against it.

They have had a serious time with the various weaves exploited by the manufacturers in the last two winters; velours, duvetyn, imitation fur, caracul cloth were agreeable to sight, but they did not always give the service that their price warranted. Women were unhappy over frocks that looked as though they were ready for the rag bag before they had given six weeks' service.

Velveteen was probably the chief offender of the winter, and women who paid huge prices for gowns of it found that its surface rubbed off in a month of usage, and it was spotted like a leopard where its nap had rubbed away.

The dressmakers know what serge will not bring out any of the protests that have been hurled against the winter fabrics, and therefore they are happy to put their ingenuity into the draping and adornment of the fabric without perplexing their brains as to its quality.

Every one knew that taffeta would be accentuated as a fashion for the spring. We have had remarkably lovely gowns of it since December. France sends over a variety of costumes in this special kind of silk which serve from 10 o'clock in the morning until 12 at night. In dark colors it makes a morning street frock; in figured weave it serve for the afternoon and in pastel shades it takes its place for the evening.

It will probably usurp the place of satin, of metallic cloths, of rich colored velvet for evening apparel. Its coloration is superb. It takes all the new shades with success.

Bullion lace, fantastic, amazing ribbons, strands of crystals and precious lace are used to make it more brilliant. The supple weave that is peculiarly French is combined with voile and serge for one piece frocks.

So far the importations from Paris have not exhibited any special strees upon satin as the favored fabric. There are gowns of it, here and there, and it is used in combination with other fabrics, but it remains a trifle obscure. Taffeta in its new form is an agressive fabric.

It has invaded the field of millinery, and in brilliant green, it bursts forth in hats and parasols.

Brilliant Silk Jersey Frocks

There is no tendency on the part of Paris to diminish the prestige of the silk jersey. It again appears as a fabric for effective frocks, although the Americans have used it in a commonplace way for two years.

Silk jersey has never been cheap, strange to say, whereas wool jersey, even under the conservation laws, was within the price of an average purse at all times.

It is not featured by France this spring in a commonplace way, nor is it intended to be used for careless sport cloths nor morning country walks. Doeuillet has made the typical American gown, which means the kind that sells over here by the hundred, not the dozen, of navy blue silk jersey, embroidered in victory blue wool.

There is a short, tight skirt and the tunic which falls in embroidered points back and front.

The sash breaks the straight line of the tunic, and it is evident that we must pay especial attention to big sashes. The string girdles of the last four years are suddenly grown to robust proportion.

The sash as the fashion feature shares honor with the straw braid. The designers have gone back far into history to get this suggestion for a novel kind of ornamentation.

Before Cromwell it was considered quite a new and brilliant fashion to trim one's clothes with colored straw, which proves that human nature has always delighted in raising the commonplace to the pinnacle of fashion every once in a while, although the public usually remembers the act only in connection with Marie Antoinette and her dairy clothes.

The dark blue serge frocks which have come from Paris are trimmed with cherry red straw as an example of our modern usage of it.

A cape of serge is faced with it. The cape goes with a gown that has no trimming whatever but a straw belt, a V-shaped collar of straw and a tiny vest of cherry chiffon which is finished at its top edge with a bowknot of the gay straw strands.

Capes are to be so entirely fashionable that the dressmakers had to think up something to make them unusual, and they seemed to play up to colored straw in connection with them as a chance of getting novelty. There are pale gray capes faced with green straw with three rows of it running about the hem and outlining the Arabian hood at the head.

Crepe de chine and foulard are retained by the French for the spring and summer clothes, but they are handled in a brilliant way and are often splashes of gorgeous colors.

True, there is a black and white figured foulard which is made into an extremely good looking French gown, which one might think demure because of its coloration; but black and white can become as conspicuous as red and purple, and probably more so.

This figured foulard could not pass in a crowd without catching the attention of every eye. It is figured in a manner that suggests the costumes of the fifteenth century jesters. It is made in a straight line from shoulder to ankle, where it suddenly grows excessively narrow.

The sleeves are long and tight. The collar of white chiffon is beaded with crystals, and the belt is of black velvet and caught in at each side and finished with dangling jet ornaments.

It will delight the sensationalist, this gown, and the woman who can carry it off will achieve a real costume. There are other foulards in dark blue and white, red and white and yellow and blue which are not so conspicuous but pleasant and effective.

The fabric is one that America can take to its heart because it serves her climate in an especially happy manner. It makes the coolest of all summer frocks, and it needs only a slight touch of adornment to bring it into grace.

When My Boy Comes Home

By Mimosa

Wrinkles and Grey Hair Must Disappear

Two years can make a great change in a woman's appearance at any time, but two years of war worries often adds ten years to one's apparent age, and this was what the two years during which her husband has been away had done to Gladys Summers. She had aged tremendously. Little lines and wrinkles had formed round her eyes, and deep lines around the mouth, and her hair had become tinged with grey. In fact, she was in despair as to what the man who had left her looking so young and fit would think of her when he returned.

Six Weeks to Effect a Transformation

When she came to confide her troubles to me she had just six weeks in which to improve herself, for by that time he was due home.

Six weeks isn't long, but I felt sure that if she really tried she could make a very great improvement.

Removing the Wrinkles

To smooth out the wrinkles I made her get a little pure mercolised wax, and rub it gently into her face and neck every night, working the wax into the skin very carefully, and rubbing always in an upward and outward direction. Mercolised wax has the effect of gently and imperceptibly peeling off all the dead skin, and with it the lines and wrinkles, which, as you probably know, are only on the outer skin and not beneath it as so many people think. Every night the wax was applied evenly all over the face, and gradually the old skin and the wrinkles disappeared, and the fresh young complexion underneath soon became apparent, soft, smooth, and clear.

Restoring the Grey Hair

Hair dyes are an abomination; Gladys and I were both agreed on that point, and what was far more important she was dreadfully afraid that if she used a dye, the colour might not be quite the same as her own, and that her husband would notice the difference.

I advised her to get two ounces of tammalite, and to use it regularly for a week. The tammalite should be mixed with three ounces of Bay Rum, and applied to the roots with a small sponge.

Once a fortnight I told her she must shampoo her hair, so as to keep it in good condition, and for this she used a dessert-spoonful of stallax dissolved in warm water. After a stallax shampoo it is not necessary to rinse the hair, as the hair is left soft and silky with a natural wave, which is most pleasing.

The Finishing Touches

Instead of using powder Gladys got an ounce of cleminite and dissolved it in water. This she dabbed over her face and neck, and allowed it to dry on the skin, while to give a slight colour to the cheeks, she applied a little coilliandum with a piece of cotton wool. Coilliandum is quite unique, as it cannot be detected, and as the atmosphere of the room grows warmer so the colour deepens slightly giving an absolutely natural appearance.

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AUTOMOBILES

SHANGHAI, SUNDAY, MAY, 11, 1919

Cord Tires Found On 'Average' Car

An observing person will notice on the various automobiles on the street a high percentage of tires of cord construction. This percentage, growing each year in original equipment, perhaps will cause some speculation. H. J. Morehead, manager of the B. F. Goodrich. Rubber Company's New York branch, was asked his views:

"Almost from the beginning of pneumatic tire manufacture designers have been striving toward a construction which would at one time deliver the maximum amount of the engine's power, be resilient to the highest degree and be long-lived," said Mr. Morehead. "This is a natural idea toward which the tire designer should strive, because of the tire itself being so essential an item to the all-around efficiency of the car—not only adding comfort, but minimising vibration which would have to be carried by the springs, and which, in the absence of pneumatic tires, would be carried through to the mechanism of the car, so the car could not hold together nearly so long.

"Comfort, minimising of vibration and delivery of an added amount of power from a given engine could be accomplished only by the use of a tire constructed as is the present day cord. Automobile engineers have found that 80 percent of the power generated by the motor is lost before it is delivered in the form of speed. Much of this power loss is through the tires themselves. Cord tires reduce this loss to a minimum. Cars equipped with cord tires have negotiated steep hills 'in high' that fall on the same hill with fabric equipment. This has been proved scores of times and is a practical demonstration of the additional power cord tires give a car.

"There is no question that the cord constructed tire is most efficient. It may be said to add tone to the car; the car rides easier; it will coast further; it will consume less gasoline; it will steer easier and can 'pick up' quicker.

"As constructed during the last few years, it actually has demonstrated marvelous strength. When automobile racing was at its height it was found that only the cord tire could deliver the speed and stand up under the severe treatment that the racing driver must give any tire equipment he is using.

"On account of the greater cost it necessarily has sold at a price in excess of that charged for straight fabric construction. This naturally has caused it to be used almost exclusively on the larger, more expensive automobiles.

"While the cord tire is still a distinctive tire, used largely by the man who wants something a little better, there recently has been a noticeable trend on the part of Mr. Average Car Owner to take note of this particular equipment and buy for himself the added merit which goes with the cord tire, and which these days may be bought without the extreme difference in cost that was necessarily present a few years ago. In other words, the average car owner is now able to profit by the increasing popularity of the cord tire, which through increased production has been brought down somewhat in cost."

Tragic Moments In A Married Motorist's Life

GUESS ILL KNOCK OFF EARLY AND GO HOME AND A SNOOZE BEFORE DINNER—
GETS HOME AND PUTS CAR AWAY—
COMPANY EH? ILL SNEAK UPSTAIRS
SAINTS OF COLUMBUS BUT YE SCARED ME-
SH! SH! SH! DONT TELL THE MISSUS IM IN—
DONG
THIS IS DELICIOUS TEA—
WHAT CAN THAT BE? NORA HAS DROPPED SOME THING
DING
CLATTER
BANG
WHY CHARLES—YOURE HERE EARLY—COME RIGHT IN AND MEET THE LADIES—
CHARLES SAYS HELL BE DELIGHTED TO DRIVE YOU ALL HOME—
ITS SO SWEET OF HIM
BUH! HUH! PLEASED TOMEECHA
BECK

Beck in New York Tribune

Scripps-Booth Has Handy Light Feature

At the recent automobile shows a number of cars on exhibition embodied several ideas which were overlooked because of their being hidden from view. For example, in the Scripps-Booth models there is one feature which may seem insignificant at first, but which any one who has to lift up the hood and tinker with the motor in the dark will appreciate. That is a little light which automatically sheds its rays under the hood as the hood is lifted. "It is just features like these that indicate how the manufacturer is catering to the needs of the public," says a Scripps-Booth official.

HOT PLUGS

In replacing spark plugs in hot cylinders they should not be screwed up too tightly or difficulty will later be experienced in attempting to remove them, due to expansion,

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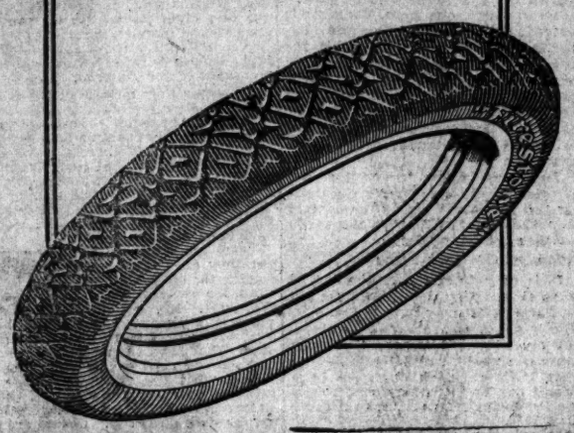

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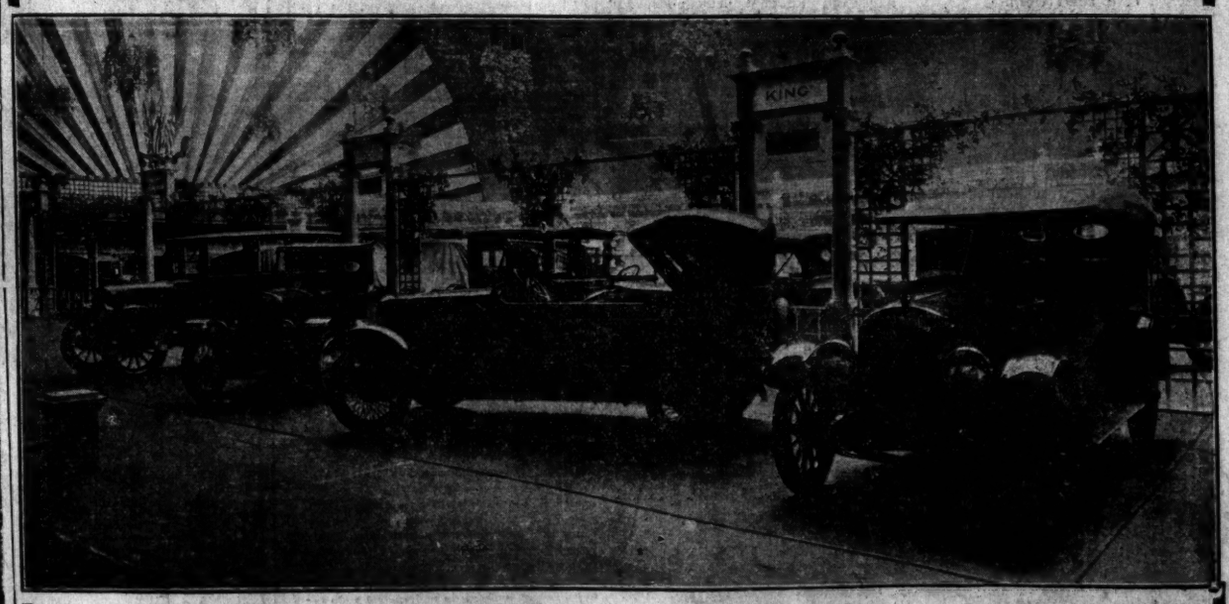

THEY'RE MIGHTY KINGS!—every one of them:—

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Let us suggest, then, a little ride whenever you want at our expense. Command the King yourself—make it ride as docile and meek as a lamb or, if you prefer, make it rip at top speed. You'll be satisfised with both. The King is reasonable in price. It will not ask too much of you; it is within the reach of all

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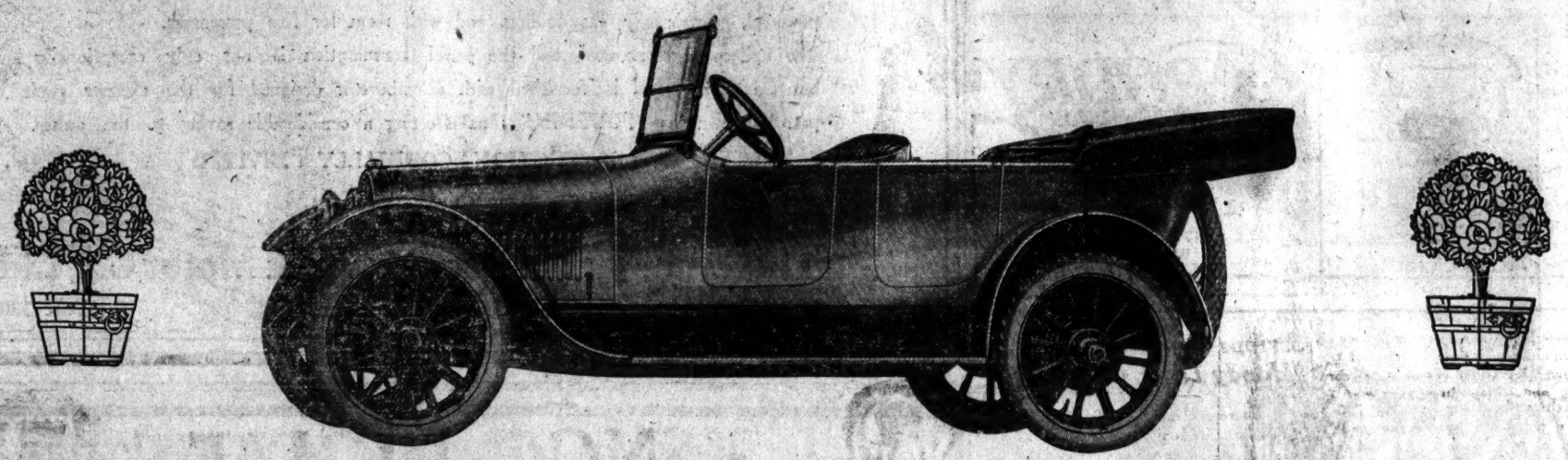

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The Buick Model HX Six-45 is a big, roomy, comfortable five-passenger car, designed easily and satisfactorily to perform the numerous and varied services expected from a car of this type.

Both the front and tonneau compartments are liberally proportioned with wide, deep seats, upholstered in genuine leather over curled hair and specially constructed spiral cushion springs.

The instrument board is equipped to afford every convenience for the driver. It is neatly fitted with a speedometer and oil gauge, ampere-meter, lighting and ignition switches, carburetor air regulator, and a small electric light.

The top is of the improved one-man type, practically free from visible side bows. Storm curtains carried in overhead retainers are quickly lowered and attached when needed.

The mechanical excellence of the BUICK car is reflected in its performance primarily, but it becomes more apparent the longer the car is used. It is the almost perfect balance and co-ordination of the mechanical parts resulting from nearly twenty years of experiment and refinement, that make the BUICK so serviceable and economical in everyday use.

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Dry Plate Clutch Is Popular

So long as gears are used for transmission and gas engine supply the power, motor cars must be provided with clutches, says an expert; all the power that drives the car is transmitted through the clutch. If the clutch works properly its efficiency is nearly one hundred percent. If it "slips" the motor will speed up on a heavy grade, through mud or when driving at high speed. If it "drags" the gears do not shift well and it is difficult to shift into low at starting without clashing the gears.

All clutches depend upon the friction between a piece of smooth metal and some soft material such as leather, asbestos or cork. These two parts of the clutch are always held together by a spring except when the clutch pedal is held down for shifting gears.

There are three principal types of clutches, although there are many ways of making each type:

First. The cone clutch is usually made a part of the fly wheel. The cone is usually faced with leather and when in proper condition is a most desirable clutch. It is a rather clumsy design and if not properly enclosed may collect dust, mud or moisture, all of which will make the operation erratic.

Second. The multiple disc is made up of alternate metal discs provided with cork or fiber inserts and plain polished metal discs. One set of discs may be attached to the fly wheel and the other set of discs to the clutch, shaft or drum. The principal advantages of this type of clutch are—compactness and capacity. By varying the number of discs and the strength of the spring the clutch can be adapted for any size motor. It is also easily enclosed and protected from dust or mud and water. There are two classes under this type, "dry plate" and "running in oil." In the case of the "dry plate" the inserts must be of some tough material such as brake linings are made of. If the plates run in oil the inserts must be made of cork or some material that will not be affected by the oil. The action of such a clutch can be changed somewhat by using different grades of oil; usually a mixture of motor oil and kerosene is used. If the clutch slips use more kerosene and if it drags use more lubricating oil or drain and renew the oil. In any case the clutch should be washed out with kerosene about once a year and a fresh mixture added.

Sometimes the dry plate clutch becomes gummed up causing it to drag. The remedy is to clean it with turpentine or kerosene.

When a leather faced cone drags or slips use neatsfoot oil to soften the leather.

I have used all of these types of clutches when in both good and bad condition and would as soon have one type or kind as another when in good condition, but I believe I have had less trouble from the multiple disc in oil clutch than any other. The action of this type of clutch seems to be smooth at all times and little care is required to keep it in good condition.

Third. The plate clutch is similar to the multiple disc except that only two or three large plates are used instead of a large number of thin plates as in the disc type. This construction may consist of a single plate and a flat surface on the side of the fly wheel. This type is very simple, requires little attention, is very satisfactory and is the most popular type of clutch now in use as measured by the number of different makes of car that use it.

Some idea of the way clutches are regarded by the manufacturers may be obtained from the following figures taken from 1919 specifications. Out of ninety-two different makes 48 specify dry plate, 24 cone, 16 dry disc, 2 oil disc and 2 oil cones. Two years ago fifteen makes used the oil disc.

Learn To Care For Lighting System

"The lighting system on a car is so complicated that few owners ever attempt to master it," says William H. Stewart, Jr., president of the Stewart Automobile School. "However, it is easy to learn how to care for it. Some parts, such as the regulator and cutout, must be left to the experts at the service station, but the battery, lights, ammeter, fuses and wires should be understood so that proper care may be given them.

"The battery will first engage our attention. Learn to read a hydrometer, as it is the best way of testing a battery. Get one made of celluloid instead of glass, as there is less danger of breakage. A reading between 1,275 and 1,300 shows the battery is being kept properly charged by the generator. If the reading gets down to 1,200 you may be using the lights or starter too much. If the engine is difficult to start excessive use of the starter will run down the battery. If the car is not run much daytimes the battery may not get enough current to carry the lights. In case none of these troubles are shown the system should be gone over by an expert, as the generator may not be delivering the amount of current necessary. Keep the battery terminals tight and covered with cup grease to prevent corrosion by the battery acid. Prevent short circuits by watching the insulation of the wires and covering worn places with tape.

"Keep close watch of the ammeter to make sure that the battery is charging when the engine is running. The best type of ammeter is one which shows the rate at which charging or discharging takes place. When car is running at normal speed, say about twenty miles an hour, with all lights turned on, the ammeter should show charge. If it does not the battery will be discharged. This calls expert regulation, as the generator is capable of delivering more current than is usually required of it. Also see to it that the ammeter doesn't indicate discharge when lights and ignition are turned off. This would be caused by a short circuit between ammeter and switch, which must be found and taped immediately. Occasionally an ammeter needle becomes bent, giving an incorrect reading in consequence. This may be determined by shutting off the lights and disconnecting the wire from ammeter to switch. If any variation is noted it must be allowed for when making a reading.

"Always carry a duplicate set of lamp bulbs for your car. Make a list of them, noting the voltage and candle-power of each lamp and its location. This a great covenience in replacing burning out lamps or buying new ones. Note particularly the voltage of the tail light and the instrument light. If these are marked 3V instead of 6V it means that they are wired up in series, that is, the current must pass through one and then through the other before it grounds. This is done to notify you that the tail light is burning or that it isn't. If either light goes out the other goes out also. These lamps must not be put into sockets intended for 6V lamps, such as the side lights, as they would burn in a few seconds. On the other hand, a 6V lamp put into a socket for a 3V lamp would give very little light, but no harm would be done to it.

"Keep an extra supply of fuses. Learn the location of the fuse for each set of lamps. This is easily determined by turning on all the lights and pulling out one fuse at a time, noting what lamps go out. When a fuse burns out find the short circuit before replacing the fuse, otherwise the fuses will burn out as fast as you replace them.

"The only attention the wires need is to see that they do not come loose or become short circuited. By going over the thumb nuts occasionally and glancing at the rest of the wiring such troubles will be avoided."

Running On Flat Shoe Is Doubly Expensive

"Running on a flat" not only demolishes tires prematurely, but lessens the owner's chances if he appeals to the tire adjuster with a claim. The B. F. Goodrich Rubber Company suggests that when you have a blowout or a tire cut stop at once and apply a spare tire or put in a temporary tube patch. Under no circumstances run your tire flat.

In running on a deflated tire you cause the sidewalls of the tire to undergo a tremendous strain not intended for them. The cotton fabric or carcass of the tire is twisted and distorted. In the winter months chunks of sharp ice and frozen dirt ruts grind and slash the casing and tube because of the dead weight of the car.

The motorist who runs on a flat tire usually ruins all evidence of what caused the tire to go bad, and consequently the tire adjuster is at a loss to tell whether defects were in the manufacture or whether injuries were responsible for the blow-out.

WINDSHIELD SUPPORTS

On many cars the windshield is supported by steel arms which protrude through the cowl and are fastened underneath by a nut and lock nut. Some times these nuts work loose through vibration, with the result that the windshield is allowed to move slightly. The first sign of this trouble is seen in cracked finish in the vicinity of the windshield supports. When the owner makes his regular periodic inspection for loose nuts and bolts these windshield nuts should not be forgotten.

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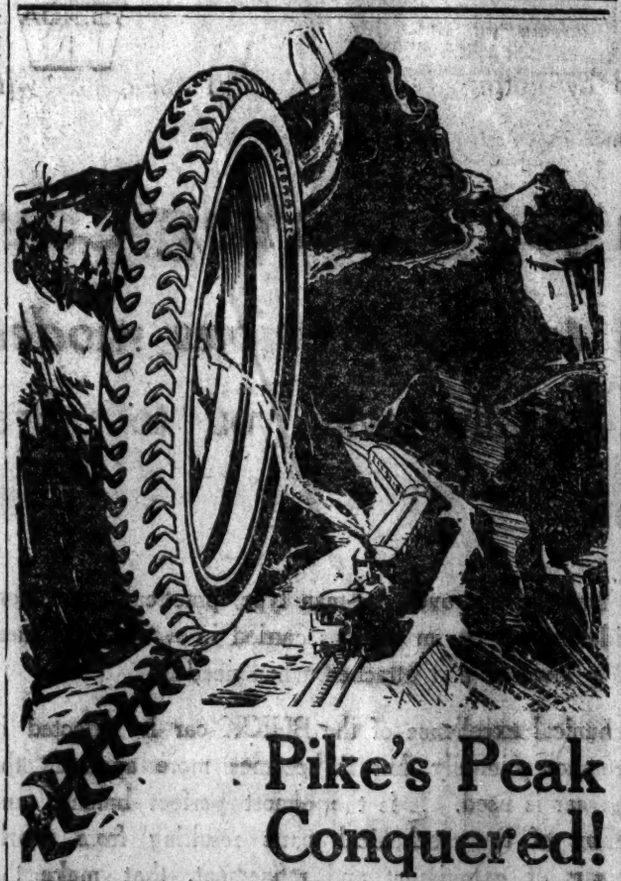

Pike's Peak Conquered!

In winning the fight up the steep, dangerous slopes of Pike's Peak, railroad engineers resorted to the geared-to-the-road method—a gear wheel meshing with a geared rail.

The contact of a smooth wheel against a smooth rail failed in the crucial test. The same is true in motor cars.

Miller engineers solved the skidding and traction problem of the motor car in the only logical way—by creating—

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Big, tough, sharp rubber gears bite their way down into the road bed, gearing the car to the road—making it skid proof and slip proof in any sort of going—through sand, mud or snow or up the steepest incline.

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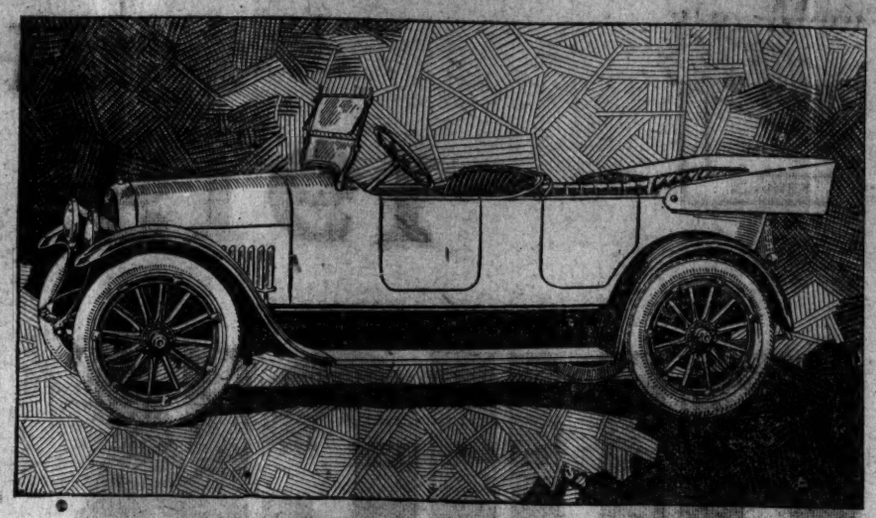

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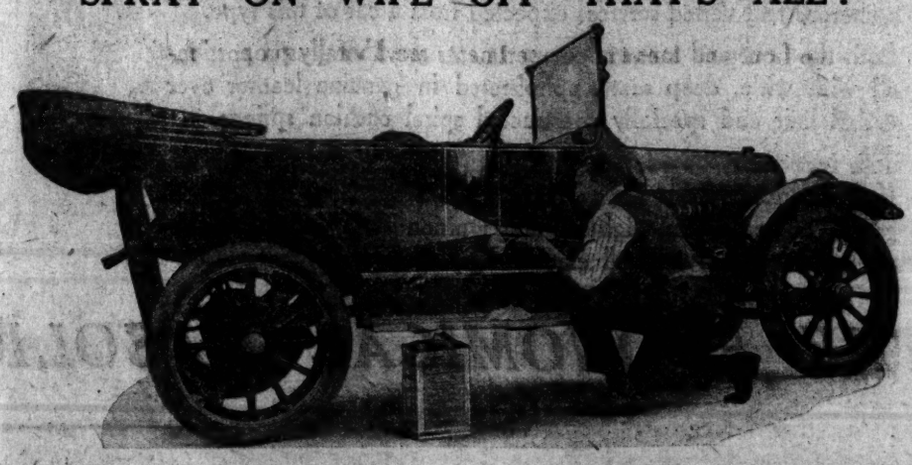

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Leaving Wheel Prints On The Sands Of Time

History Of Ormond Beach Speed Up To The Advent Of De Palma's Record-Breaking Packard

By 'Senator' W. T. Morgan
(*In Motor*)

"Three miles a minute within two years" is the prediction of Ralph de Palma, who may be accepted as somewhat of an authority after his recent feat in travelling a mile at the rate of 142 miles per hour and then proceeding to break all short distance records for motor car travel.

After the startling announcement quoted above De Palma proceeded to elucidate: "To my mind, the speed that can be made on this Ormond-Daytona beach is limited entirely by the car. The beach course, when conditions are exactly right, is perfect; I mean that exactly, there is no limit to the speed it will allow. The human factor is not as important as it might seem. Of course, at 180 miles per hour the wind resistance would be simply terrific, but a car can be built in such a way that the driver will be completely protected. The car that I drove gave me almost complete protection and this can be still further increased. So I say that it is simply a question of producing a car that can travel 180 miles an hour to establish the almost mythical speed record of three miles per minute." All of which was music to my ears, because I remembered full well when the doubting Thomases of an earlier day sneered at the suggestion of two miles per minute, even when Demogeot was accomplishing the feat in his Darracq.

When the newspapers recently flamed into scarehead announcement that Ralph de Palma had broken all automobile speed records on the Ormond-Daytona beach it warmed the cockles of my heart, not only that so good a sportsman as De Palma in so thoroughly American a car as the Packard had won this lasting niche in the hall of fame, but also because I felt myself to a certain extent a participant in the triumph. For I think that I may, without undue egotism, claim to be the man who discovered the speed possibilities of this now famous beach.

The History Of Daytona Beach

To record the beginning of the search for the fastest automobile course in the world, I must go back twenty-four years, to a time when I was editor of the official organ of the League of American Wheelmen. I had heard rumors of a marvelously fast sea beach course at Fernandina, Florida, not far from Jacksonville, and the possibility of using it for bicycle races naturally suggested itself. I entered on some correspondence with certain Jacksonville civic boosters, but it later developed that the Fernandina beach was too short and too narrow to hold out any great speed-making possibilities. The matter was dropped temporarily, but it still stuck in my mind that somewhere in Florida there must be a beach of exactly the sort I had in mind, where the speed limits would be set purely by human endurance.

Some years passed and the bicycle had given place to the motor car and the latter had given evidence of being able to achieve speeds far beyond anything we ever had dreamed of in days gone by. I was associated with the management of an automobile magazine, owned by the late Angus Sinclair and edited by Frank A. Egan. We had talked much of finding a beach course where the speed possibilities of the new vehicle could be definitely tried out and finally Mr. Sinclair said to me: "You will never be happy till you get this thing out of your system and the only way to get it out is for you to play Ponce de Leon and do some discovering on your own account." And so they financed a trip to Florida for me.

Some time previous to this A. G. Batchelder, then chairman of the National Cycling Association, had recuperated from a severe illness at the little Coquina Hotel at Ormond, and when he heard of my projected voyage of discovery he said: "In my opinion, you will find exactly the beach you are looking for at Ormond." He waxed enthusiastic in his description of this natural course and fortified his adjectives by some pictures which bore out his statements.

So I hied me straight to Ormond, arriving there in December, 1901. I was received by the late John Anderson and J. D. Price, managers of the Hotel Ormond. They drove me directly to the beach and headed for Daytona. Before the end of our drive I knew that my search was ended. I realised that here was a natural race course, spread with every falling tide by old Father Neptune himself, on which any speed was possible within the powers of resistance of the human beings who must guide the cars.

A Forty-Mile 'Straight'

The Ormond-Daytona beach offers a straightaway course forty miles in length and 300 feet wide at low tide. There is not the slightest obstruction of any kind and accidents can only happen through failure of the mechanism or interference of the human factor. I have always believed that any speed could be made on the beach, the only limit being the endurance of the man at the wheel. The enormous air pressure at such speeds as those made by De Palma would kill the driver unless he were properly protected. De Palma's car was so built that he crouched down out of the wind and was further protected by a leather shield. Behind his head was a great pad, in which his head rested, and without this the strength of the wind would have bent his neck back as if it had been a reed. At the time Bob Burman made his records on the beach with the old Blitzen Benz he complained to me that the wind had drawn seven pairs of lenses out of his goggles and he finally had the glasses riveted in before he was able to get satisfactory service from them.

The peculiar conditions that make the beach at Ormond supreme as a speed course are several. In the first place, it offers a long and uninterrupted straightaway. The unusual width, 300 feet at low tide, as we have noted, is a second factor. But even these two essentials are not all.

The peculiar composition of the sand at Ormond is, to my mind, the deciding ingredient. The sand here is so impregnated with ground coquina shell that its composition is different from that of any other beach sand of which I know. The coquina shell acts as a sort of binder to the sand, so that when it is wet with the sea water it becomes temporarily as hard as cement in texture and yet it has a certain resiliency which makes it ideal as a speed course. Under certain conditions the beach cannot be used. When the wind blows from the west it brings a quantity of fine red sand, which is soft, so that the surface is unfit for speeding until this foreign sand has been washed off.

The First 'Meet'

After my visit to Ormond in the closing days of 1901 Messrs. Anderson and Price became my staunch supporters and we formed the Florida East Coast Automobile Association, the function of which was to be the promotion of automobile speed contests on the beach. The first event of this kind that we staged was in March, 1902. Only three venturesome spirits accompanied me to Florida, Alexander Winton with his famous "Bullet"; H. T. Thomas, chief engineer of the Oldsmobile Company, with a light car that had been dubbed "The Pirate," and Oscar Hedstrom with an Indian motorcycle. In the trials that we proceeded to hold Mr. Winton drove the Bullet a mile in fifty-two and one-fifth seconds. Mr. Thomas made a fast mile in the Pirate and Hedstrom broke the motorcycle mile record with a trial of one minute eleven seconds.

This primal meet served to focus the attention of sportsmen on the Florida beach, where such speeds were possible. The new sport of automobiling was rapidly winning supporters among prominent men and when we next went to Ormond in January, 1904, a number of men of prominence went with us, chief among whom were W. K. Vanderbilt, Jr., and H. L. Bowden of Boston. At that meeting W. K. Vanderbilt in his famous ninety horse-power Mercedes hung up his record of a mile in thirty-nine seconds, which was destined to stand for just about a year.

By this time the Ormond-Daytona speed carnival had assumed the position of a national event, and in January, 1903, we had scores of entires, not only from this country but from abroad. During this meet H. L. Bowden in his 120 horse-power Mercedes broke Mr. Vanderbilt's record of the previous year, making the mile in 32 4/5 seconds, closely pressed by Arthur Macdonald in the British Napier, which stepped the mile in 34 2/5 seconds.

In January, 1906, we had perhaps the most successful meet of all. Every record for the shorter distances from the kilometer up was broken. At this meeting a second member of the Vanderbilt family, Alfred G. Vanderbilt, made his entry into automobile racing, entering a special car built by Richard, engineer of the Mercedes organisation. Unfortunately this production was a complete "lemon." It had an eight-cylinder engine, rated, if I remember rightly, at 200 horse-power, but it never showed any speed worth while. As soon as the driver began to get up speed something would break. Gossip had it that the mechanism was not strong enough to carry the power generated.

Two Mile Record Set

It was at this 1906 meet that Chevrolet in the Darracq hung up his mile in thirty seconds, only to have Marriott in the Stanley steamer go him one better with 28 1/5 seconds for the mile, a mark destined to stand for some years.

Perhaps the most picturesque incident of that 1906 meet was Demogeot's two miles in 58 2/5 seconds in the Darracq that Hemery usually drove. Sir Thomas R. Dewar of London, and Scotland, beloved of the thirsty in every land and withal a fine sportsman, had donated a magnificent $1,000 trophy to bear his name and to become the property of the first man to drive two miles in less than two minutes. This naturally served to focus attention on the two-mile speed trials and speculation was rife as to the possibilities of some of the daring drivers winning this niche in the hall of fame.

One of the best drivers at the meet was Victor Hemery, captain of the team of fast Darracqs, conceded to have a look-in in all the events. In one of the races Hemery was competing against W. K. Vanderbilt, Jr., and other drivers. It was early morning and a deep fog drifted in during the running of the race and Referee Robert Morrell called off the event and ordered the drivers back to the starting line. Hemery protested this decision vigrously and finally withdrew from the contest, ordering the Darracq team to leave the beach. At this juncture Mr. Morrell called in the deputy sheriff and ordered him to arrest Hemery, as the beach was federal property and had been placed in our charge.

This was on the eve of the great two-mile trials for the Dewar trophy. Consternation reigned for a while. The great Hemery had been counted upon to make probably the most formidable attack on this record. Finally it was decided that the fast eight-cylinder Darracq which Hemery would have driven should be placed in charge of his mechanic, Victor Demogeot, who had never driven in any important event and whose very name was unknown to followers of the sport. A cable to Paris brought permission to make the substitution.

The upshot is history now, for Demogeot went in and drove an admirable trial, breaking the two-mile record and winning the Dewar trophy by negotiating the distance in 58 2/5 seconds. Incidentally Marriott in the Stanley steamer pressed him closely and followed him over the line in 59 3/5 seconds. Thus both contestants broke the old record and made the two miles in the coveted less than two minutes. Strangely enough, Demogeot never showed to any particular advantage behind the steering wheel after that memorable day on the Florida beach.

It was on that occasion also when Marriott in the Stanley steamer in a final attempt to better Demogeot's time for the two miles turned over, wrecked his car, the boiler of which rolled into the surf, and himself escaped with mere scratches by some miracle of good fortune. When I saw the steamer leap out of the air and heard the crash and splintering of its impact on the flinty sands I groaned with horror, believing that we had encountered our first fatality on the Ormond-Daytona beach.

And that brings back the fatality that we did have at Ormond when Frank Croker, fine sportsman that he was, sacrificed his life to save another's. Croker was trying out his car and was going at terrific speed when a foolhardy bicyclist pedaled directly across his path. There was only a fraction of a second in which to think and act. Young Croker must have realised that he was taking his life in his hands, yet he instantly turned the wheels of his car into the ocean. The impact of the vehicle traveling at their speed against the water was almost as if it had run into a stone wall. The frame of the car was broken and Frank Croker was flung out upon the cementlike sand surface. He died almost instantly, a gallant gentleman and fine sportsman, who did not hesitate when the great decision was thrust upon him.

In many ways 1906 was the great year in the long series of Ormond-Daytona speed carnivals. Not only were practically all records shattered, some of them with marks that were to last almost to modern days, but the list of sportsmen who entered cars was unusually heavy and impressive. In addition to the two Vanderbilts and H. L. Bowden, there were Harry Payne Whitney, Howard Gould, E. R. Thomas, George W. Young and Samuel Stevens.

And that reminds me of the big Christie front wheel drive car, which competed in 1905 and 1906 and in later years too. This was a giant of a car with a world of power and speed, but it was always in trouble on account of overheating. They tried every known device to keep the engine cool, but without success. Walter Christie once packed the engine solid with ice, piling it up even with the radiator, but even that only helped for a few minutes. As this big car got up speed the flames used to shoot out of its ports until it looked like a blast furnace in full swing. If they had been able to keep that old bird cool for long enough to drive it a mile or two, I have always believed that it would have hung up some startling records.

Another man who helped make speed history at Ormond was Glenn Curtiss, destined to leadership in another field and now head of the airplane concern that bears his name. Mr. Curtiss rode a motorcycle against time and bettered the mile-a-minute mark, for which performance he received a gold medal.

After the distinguished success of 1906 it was rather disappointing to have a much smaller entry list in 1907 and an entire absence of record breaking. In the mile trials of that year Marriott in a new Stanley steamer hung up 31 4/5 seconds, which was creditable, but not up to his mark of the previous meet.

The 1908 meet was signalised by the appearance of a contestant destined to a permanent niche in the hall of speed fame. This was David Bruce Brown of New York, whose debut as a driver was made under such picturesque circumstances that the story must not be omitted. Young Brown was the scion of a wealthy New York family and was a student at Yale. He had driven cars for several years and had, I think, been a contestant in the New Haven hill climb, but beyond that he had had no experience as a race driver.

With the announcement of the forthcoming meet at Ormond David Bruce Brown could resist the call no longer and departed clandestinely from Yale and turned up at the Florida resort to break the amateur mile record and begin his distinguished racing career.

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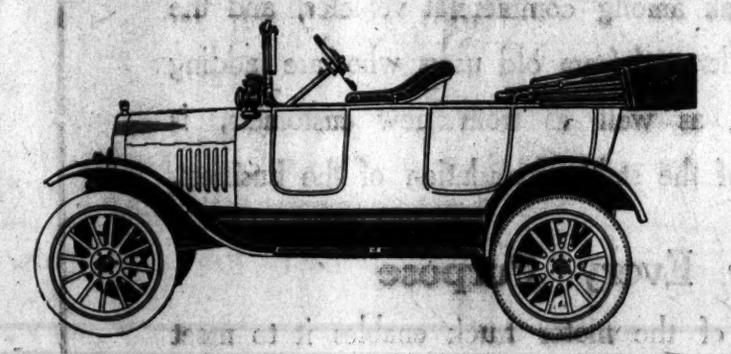

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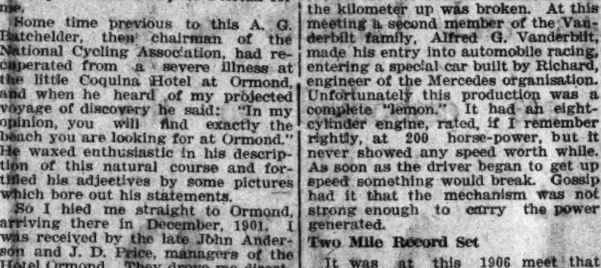

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17,772 American Trucks Delivered To One Customer

The importance of the part played by motor vehicles during the Great War will form subject matter for special history books in the schools of the future, and it has already proved an inspiration to many able writers since the German threw up his hands and asked for peace at any price, writes John S. Margerison, Publications Editor of Gaston, Williams and Wigmore, Ltd., London. One of the great stories developed by the war is the one detailing the methods of the G. W. W. organisation in England when handling, for the British Government, a large number of motor trucks ordered from American makers.

When, in the latter end of 1914, Gaston, Williams and Wigmore, Ltd., received huge contracts for the supply of American-built motor truck chassis to the British Government, some of the American manufacturers with whom orders were placed, while perfectly willing to build the vehicles, saw ahead what they thought were snags upon which the ship of business might very possibly become a total wreck. But they had reckoned without "The G. W. W. Way."

Terms Of The Contract

The contracts called for delivery of the trucks on the quay at Liverpool, or such other British port as the convoyed cargo carriers might put into, all charges for costs, insurances and freights incurred up to the moment the chassis touched British soil to be included in the contract price. Furthermore, the British Government, very properly, wished to make payment for the trucks after they had been passed by their inspectors in England as "Ready for Service," and to pay through their regular channels and against their regular invoices.

The American manufacturers, on the other hand, wanted the trucks to be paid for in full before they left the United States, and, further, desired large advances on account in order to enable them to purchase the stocks of raw material which they would have to obtain before they could build the trucks. Prices of raw materials at this time were daily leaping higher and higher, and, had the makers been compelled to wait and buy metals, rubber tires, and other things in small quantities as needed, their profits on the aggregate number of motor trucks supplied would have been negligible.

Repairing And Financing

G. W. W., however, desirous of pleasing both the manufacturers whose goods they desired to export, and also of meeting the wishes of their customers—in this case the British Government—stepped into the breach, showing thereby more business acumen than is usually displayed by merchants. They arranged for the American makers to be paid as soon as the trucks reached New York, and also to advance them sums of money to pay for stocks of material necessary to cover the whole of the motor truck contracts.

So far, so good, but don't forget that clause in the contract that demanded the trucks to be delivered in "Ready for service" condition. The next thing was to arrange for such chassis as were damaged in transit to be repaired in England. Therefore, it was necessary to install a workshop to which damaged chassis could be taken for repair.

The G. W. W. repairing garage at Islington, North London, was the outcome of this need, and to this place special expert mechanics were sent by all the firms from whom we purchased any considerable number of motor trucks. Arrangements were made to handle large numbers of chassis daily, and a plan adopted for the quick transfer of the overhauled vehicles to the British army after the Government inspectors were satisfied with their running condition.

The Actual Transportation

Practically all the chassis were brought across the Atlantic in ships flying the British Ensign. These, of course, were largely convoyed across the ocean, and this perhaps accounts for the remarkable fact that only about one percent of the total number of chassis carried on G. W. W. account were lost through the action of German submarines.

A reception staff was established in Liverpool, and this staff, as soon as the chassis arrived, took the vehicles in hand, and, towing them across Liverpool with heavy draught horses, loaded them upon special railway cars at the depot.

Here another difficulty was encountered and overcome. It was discovered that there was a terrible shortage of railway cars capable of taking motor truck chassis, and it was eventually necessary for special cars to be built.

The trucks, entrained at Liverpool and other ports, were sent to the Great Eastern Railway Company's goods depot at Devonshire Street, London, where, upon arrival, they were met by a party of men from the Islington Repairing Garage.

As the party brought with them petrol, water and lubricating oil, those chassis not too badly damaged were fed and run under their own power on the five-mile trip to Islington, the route crossing some of the busiest streets of the City of London. Those trucks which could not run were loaded on top of sound chassis and carried across town, while still others were towed.

Ready For Service

Immediately they arrived at Islington, the motor experts and the laborers set about overhauling them, all damaged parts being replaced from the stocks of spares that were also being imported at the same time by G. W. W. Every evening the Ministry of Munitions was advised by telephone of the number of trucks that would be ready for inspection the following morning, and we also told Kempton Park—the place whence the motor transport services of the whole British army drew their vehicles—so they could send men to drive them away after their inspection and acceptance.

And that was the way we turned the cars over to the Government—so much "Ready for service" that they could be equipped with bodies and sent direct to the Western front without any further attention. And not a single chassis was ever returned to us as being unfit for service.

In the early days of 1915, when our contract first became operative, the works at Islington were hard pressed. One of their main difficulties was labor. With the exception of the experts sent by the car manufacturers from the United States, Islington had to train all its labor owing to all the British skilled motor mechanics having been absorbed for national work.

The sight of a fleet of motor trucks, bearing American names, being driven along the beautiful roads that lead to the most famous of all English race courses was soon a common thing, and could those who saw them have known each was a sample of the methods of the Gaston, Williams and Wigmore organisation, it would have been the finest bit of propaganda that ever happened.

Doing The Impossible

A certain steamer was torpedoed at sea, and instead of sinking was set on fire. She carried nineteen American motor trucks for G. W. W. and these trucks received the full brunt of the conflagration. Nevertheless, the vessel managed to reach port, and the G. W. W. reception staff went from Liverpool to Hull to accept delivery of the chassis. Tires had been burnt completely off the wheels; the frames were bent and twisted; fittings were mere bits of fused metal screwed into the charred remains of what had once been woodwork. It seemed hopeless to think that these chassis could ever be put into commission, but, all the same, the reception staff placed them aboard the railway wagons, and sent them south to the Islington Repair Garage.

Islington laughed when it saw them, but without ado, loaded them on transport trucks and carted them to its depot. Here they were stripped right down to the ground; then the experts and the G. W. W. trained labor, set to work. They straightened frames and rebuilt wheels; they put new tires into place and refitted every part of the vehicles. They equipped them with horns, lamps and everything else that should have been there, and then, after only six weeks, they telephoned one night asking for nineteen extra drivers and some extra inspectors to take over a really big load next morning. And all this, mind you, without interfering with the normal output in the slightest.

And that is the story in its bald outlines, but it is one that G. W. W. organisations throughout the world can be proud of, for it is a cold fact that no less than 17,772 American motor trucks purchased for the British Government were brought into Great Britain by Gaston, Williams and Wigmore, Limited, and turned over to the army and the navy made "Ready for service" in the ideal G. W. W. way.

AMERICAN CAR EXPORT

During the year 1918 France purchased more commercial automobiles from the United States than any other country buying 3,356 cars worth $12,920,029; England came second with 2,080 cars for $5,999,541; and Canada third with 1,596 cars, valued at $2,035,464.

Canada was the largest buyer of American passenger automobiles, purchasing 8,543 cars for $7,141,406; Australia second, 3,826 cars for $3,271,317; and Japan third, 2,699 cars worth $2,877,692.

Ask a Doctor for Family History

REAL merit of any lorry is best told by the garage keeper around the corner. The Denby lorry seldom frequents repair shops. If he's frank, he'll admit that his loss is your gain.

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in gasoline consumption, and in upkeep and running expenses, is claimed for many makes of cars. In the case of the "Oakland" it is no vain boast. Buy one and judge for yourself.

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ONE WAY TO SECURE UNIFORMITY IN TIRES

United States Rubber Company Raises Its Own Raw Material

Now that the Government has taken off all restrictions on the importation of crude rubber the United States Rubber Company, manufacturer of United States tires, is able again to place at the disposal of its customers the peculiar advantages made possible through its ownership of one of the largest rubber plantations in the world.

The establishment of its great plantations in Sumatra gives the United States Rubber Company a unique place among the large manufacturing concerns of the world. With keen foresight this company acquired its plantations nearly ten years ago, and now has seventy square miles of rubber trees under a state of cultivation that would delight any skilled orchardist. That the company produces its own rubber has a very distinct interest for every user of United States tires.

The motoring public has for a long time been puzzled by the lack of uniformity in tires. Two tires bought at the same time from most reputable manufacturers have not shown the same performance in service, the difference amounting in many instances to hundreds of miles. The tire manufacturers were also puzzled at first, but soon located the trouble in the lack of uniformity in the crude rubber they were buying.

Then began a scientific battle, waged in the factory laboratories, to overcome the differences which always have existed in the same type of rubber grown in different localities. It was found that there were differences even in separate lots of rubber from the same locality, and in tracing the causes various factors were encountered. The most important was the difference in methods used for coagulating the latex from the trees and on handling the coagulated rubber thereafter.

Rubber being a vegetable substance and containing considerable proteid matter, decomposition can occur if great precautions are not taken. Some of the rubber producers realised this while others did not. It is easy to see that when the cases of crude rubber from different localities reached the markets and were intermingled the buyers were getting some strange mixtures.

The United States Rubber Company recognised this situation in the early days of the tire industry, and at once set its perfectly equipped laboratories and factories to work on the problem. The result was that it was proved that no process exists by which the usual market grades can be blended so as to produce crude rubber uniformity. The decision was then reached to control the quality of the material from its source, and vast areas in Sumatra were purchased, put under cultivation and rubber trees planted.

Today the purchasers of United States tires can buy tires which are identical in quality and performance, because uniformity of crude rubber is absolutely controlled.

Using Good Tire Tubes Saves In The Long Run

"The necessity of using tire tubes which contain a very high percentage of pure gum is being realised more and more by the careful motorist, for the blowing out of a tube invariably causes more harm to the casing than the tube itself," according to a tire expert. "An acute blowout caused by a faulty tube exerts an abnormal expansion in a very limited area on the inside of the casing, so that even if the casing withstand the shock there is a likelihood of the fabric weakening and later causing a fault.

"A tube made with a high percentage of pure gum should give more than twice as much service as a compounded tube. Considering the fact that a good tube costs perhaps but a couple of dollars more than the average inferior tube, the added investment is a consistent one, for it permits far better protection to the casing, and invariably adds much to the tire's life by minimising blowouts.

"In other words, a casing costing, say, thirty dollars, can be protected to the greatest extent by adding two dollars or so to the tube cost, and as the tube will give longer service, the cost will be considerably less.

A PACKARD TRUCK'S TEST

Hauls Enough In Three Months To Fill 300 Freight Cars

A six ton Packard entered in the National Truck efficiency test last summer by the Pennsylvania Utilities Company of Easton, Pa., hauled enough freight in three months to make up six trains of fifty freight cars each. This would be equivalent to one train three miles in length.

The truck was in operation ninety-two consecutive days and nights and in exact figures transported 11,828 tons of coal, ashes, sand and brick. The average was 128 tons per day, equal to three freight cars of forty tons capacity.

Quite as remarkable was the distance covered by this truck, 7,851 miles to be exact, equivalent to nearly three trips across the American continent.

During the three months the truck was out of service for repairs only thirty-two hours.

NEW YORKERS TO SPEND G.$105,000,000 FOR TIRES

Of This $25,000,000 Will Go For Commercial Cars, Says Goodrich Company

New York will spend more money for rubber tires during 1919 than any other State in the Union.

It is estimated by experts of the B. F. Goodrich Rubber Company that more than $80,000,000 will be spent by Empire State motorists for cord and fabric tires for passenger cars alone, and that in excess of $25,000,000 will be exchanged by commercial car or truck owners for solid and pneumatic tires. This makes a total of $105,000,000 which New Yorkers are expected to spend for tires.

The passenger car tire figure is based on the State's 1918 automobile registration of 387,391, the greatest in any State, and the normal increase in tire consumption on new cars to be purchased this year. Automobile and tire men consider the figures conservative.

New York's truck registration for 1918 reached the surprising total of 74,998—an increase of 39 percent over the proceeding year, when 55,404 commercial cars were listed at Albany. The State's gain in passenger cars during last year over 1917 was 10 percent—approximately one-fourth of the increase made in trucks.

The Goodrich figures for tires for tracks of $25,000,000 was arrived at after carefully averaging the proportions of solid and pneumatic tires used on commercial cars and the various costs of same.

It is the consensus of opinion that New York also leads the country in the number of commercial cars, although figures are not available from all the States in the Union. Many States do not make separate classifications of trucks.

The following truck registration figures from States which keep separate tabulations and whose figures run over the 15,000 mark were sent in to the Goodrich Company: Massachusetts, 33,011; Pennsylvania, 31,169; California, 20,141; New Jersey, 15,601; Connecticut 15,040.

The only States unable to furnish figures which might rival New York's commercial car registration are Ohio and Illinois. Estimates from State officials and well informed automobile men place Ohio's truck figure at 25,000 and Illinois at 30,000.

New York's total registration of automobiles and trucks for 1918 was 462,389, representing an increase of 13 percent over 1917.

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Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

Special attention is given to the all-important detail of packing for export.

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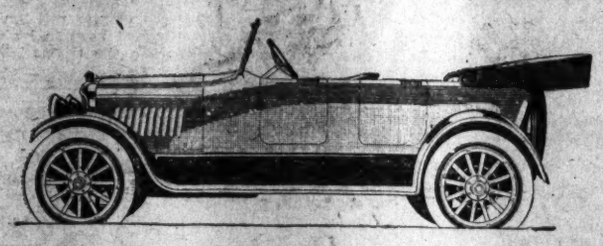

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An Owner Offers Advice On How To Buy Motor Car

Veteran Motorist Suggests Those Things He Thinks The Novice Should Look For In An Automobile

The winter exhibitions of automobiles make appropriate some suggestions which may be acceptable to the prospective, inexperienced buyer, writes Charles E. Manniere, a veteran New York motorist. It is excusable for him to be confused by the sight of so many different makes, each, to the casual eye, about equal in desirability to the other, and all of them shining resplendent in their newness.

One way of selecting a new car, and in many respects a very good way, is to find among one's friends the owner of a car which has given him satisfactory service, particularly if the friend is one who seems to have been interested in its management and upkeep. Frequently good cars have been condemned without reason for faults which were chargeable to their incompetent owners. It will not often happen, however, that a poor car gets a high recommendation from a man who has suffered from its idiosyncrasies.

To those who prefer to use their own judgment in the matter, it may be suggested that there are some important points about a car which nothing but prolonged use will reveal. The so-called demonstration of a car, while interesting, is not very instructive, as usually carried out. Almost any new car is smooth running, finely polished, without creaking of springs or body, and will carry its load without laboring on the good roads and moderate grades generally selected.

It is true of cars, as of most other things, that the purchaser gets no more than he pays for, and if he is dealing with an honorable concern, he may reasonably expect to get that much.

Consider The Name

Taking for consideration a medium-priced car, sufficiently good for all practical purposes, the price this year will doubtless be somewhere between G.$1,500 and G.$2,000. The name of the maker is to be considered, and also, casually, its standing in the second-hand car market. This will vary with different localities, and still more with different cars. It is a decided advantage to have a car for which there is a good second-hand demand.

It is well, if possible, to note the appearance of cars of the same make which have been on the road for some time. It will then develop whether the varnish keeps its character or quickly loses its luster. Cars differ greatly in this respect.

If a runabout is under consideration special inquiry should be made as to whether the springs are specially selected for that type of car or are the same as would be used with a touring body, in which case they would probably be too stiff for comfortable riding.

Respecting the springs, it should be said that the reason why large, heavy cars are generally more comfortable is that the weight of the passengers bears a small relation to the whole weight and the whole weight of the car is very great as compared with the unspring weight of the rear axles. A ligth-weight car with its full complement of passengers and with a correspondingly light unsprung axle weight would be just as comfortable. With only two passengers and if the rear axle weight is somewhat heavy, it may prove very uncomfortable. Even if the springs are all that they should be the coil auxiliary springs are a decided advantage. Their period of oscillation is very short and they take care of short irregularities in the road which the main springs are utterly incapably of suitably absorbing. The snubbers which prevent a too great rebound are also worth their small cost and may, in fact, more than pay for themselves in preventing a broken spring.

Nearly all of the cars mentioned have engine of either four or six cylinders. There is little preference between the number of cylinders. If the car is otherwise satisfactory the difference may be disregarded. The six cylinder, particularly when the engine is well made, has noticeably less vibration than the four, but the four cylinder should be good enough for almost any one in that regard.

In these times of very high priced leather, probably a well made substitute will be better than a second grade of the real article as an upholstery covering.

Comfort In Driving

There is considerable difference in the matter of the driver's seat, which should be convenient to slip into, comfortable for long periods of time, and with the wheel, brakes, etc., conveniently placed. In other words, the person who is to drive the car should find his tools readily at hand. This is an important point and men of different build will no doubt find different cars suited to their needs. Only a few of the items are capable of adjustment and any lack of convenience will prove a daily annoyance.

Some of the cars of ancient make were fitted with a double set of spark plugs and with two entirely separate systems of ignition, including distributors. This was a decided advantage, in view of the fact that ignition troubles are perhaps the most common on the road and are frequently of no great importance, and yet involve annoying delays. The ability to switch from one ignition system to another was a considerable advantage. However, the modern car is not so fitted. Practically all cars of medium price take their electricity from the storage battery, or else from the generator, at the usual driving speed.

The matter of tires is important, and one to which even the newcomer may have some opinions of his own. His friends will give him advice as to reliable makes, and if the make of machine which he has in mind cannot be fitted with the tires he wants he would do well to look for some more accommodating dealer.

The recommended capacities and inflation pressures for 4 inch tires are 815 pounds of load for each wheel, including, of course, passengers, etc., with a inflation of 65 pounds. For 4½-inch tires, with a maximum load of 1,100 per wheel, 75 pounds inflation. For 5-inch tires, with a maximum load of 1,300 per wheel, 80 pounds inflation.

It is understood that the pressure may drop 20 percent before the tire needs repumping.

Unfortunately some cars are not built to accommodate these exact figures, and it will generally be found that the tires are expected to hold up considerably more in the way of weight than these figures call for. It is first class economy—not to say a great convenience—to have tires with some excess capacity.

It is well for the purchaser to have in mind that the 33x4-inch tire may be used either as a regular or as an oversize tire. If this size is on the car which he selects he should take some trouble to make sure that the larger rim is used on the car. In other words, that the rim admits of the 34x4½-inch tire. The difference in cost between these two rims is negligible, but it is one of the small matters in which a minute saving might be made by the company at a possible great expense of convenience to the purchaser. If the proposed car is equipped with 24x4½-inch tires, or 35x5, the purchaser understand that the company has chosen to put upon the car an oversize tire, which prevents his increasing his tire size in case he wishes later to secure greater endurance. The question, then, for him is to determine whether the maker has chosen as a matter of policy to equip his car with thoroughly adequate tires. This is true of at least three or four makes. It can be determined only by knowing accurately the weight of the car and consulting the figures here given or the inflation tables issued by some of the tire companies, which give load, tire cross section and the corresponding inflation separately for fabric and for cord tires.

A more conservative scale would be 750 pounds of load per tire for a 4-inch tire with sixty pounds of inflation, and 900 pounds of load per tire for a 4½-inch tire with the same inflation, and not to exceed 975 pounds of load for the 4½-inch with sixty-five pounds inflation.

Be Careful At Start

Having selected the car, the owner will conserve his own interests if he can insure that for several hundred miles at least it is never driven at any high speed. Twenty miles an hour should be the limit. It needs an excessive amount of oil during this period and the tightening up of body bolts from time to time, which are likely to work loose. Some time devoted to becoming acquainted with his storage battery will also repay him, and the necessary instrument for obtaining its specific gravity should be considered an essential part of his equipment and to be used frequently.

The color of the car is, of course, a matter of choice. Black is the least expensive for the maker to produce and perhaps the least attractive on the road, although at one time it was almost universal.

Wire wheels are no doubt somewhat more comfortable to ride with, and help in saving the tires. If they are a part of the regular equipment of the car they may be considered an advantage, but as an extra their price seems out of proportion to the resulting benefit.

Only use or the experience of friends will enble one to know whether the metal used in various parts of the machine is suitable to the demands upon it, and similarly as to the sizes of bolts, etc. The teeth of gear wheels of good material will sometimes show almost no wear after 60,000 miles of running, while others would be practically destroyed in less than half that distance.

Last, but not least, is the matter of the headlight lenses. The law in several states has become very strict against glare. A large number of lenses have been produced which have passed muster with the authorities. Among these is one with a green glass hood shading the top of the lens. Another is of a lemon yellow glass with prismatic sections. Others have these sections arranged in different ways, and still others break up the rays of light with a series of globular excrescences. Some of these are more advantageous for city driving than others and the purchaser must take his choice, particularly with a view to the kind of night work he may expect to demand of them in future.

Using The High Gear

The foregoing touches only some points out of many. There remains but one to be mentioned, and that is the gear ratio in high speed. If the purchaser expects to use the car in very hilly country he should consider, if there is a choice of ratios made by the relative number of teeth in the gear wheels, whether he will sacrifice speed on the level for hill-climbing ability without dropping into second speed. A car which is to be used mainly on level roads can with advantage be geared considerably higher than one which is constantly expected to negotiate steep hills. It will run faster on the level, and the few hills which it is called upon to climb can be taken on second speed. On the contrary, in a hilly country, with a lower gear, the few stretches of level road will be traveled somewhat more slowly, while the car climbs without laboring most of the hills which it is constantly meeting.

It should be borne in mind that high gear is more efficient than either of the other gears, for it eliminates two gear wheels in the gear box, which increase the friction and loss of power, and at the same time increase the noise of the mechanism. It is economy to suit the car to its locality and keep to high gear except when the engine labors.

PAIGE

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The Six-Cylinder Motor is conceded to be the ideal type for high-grade motor cars. It is much more efficient than the best of fours and less complicated than eight and twelve-cylinder power plants.

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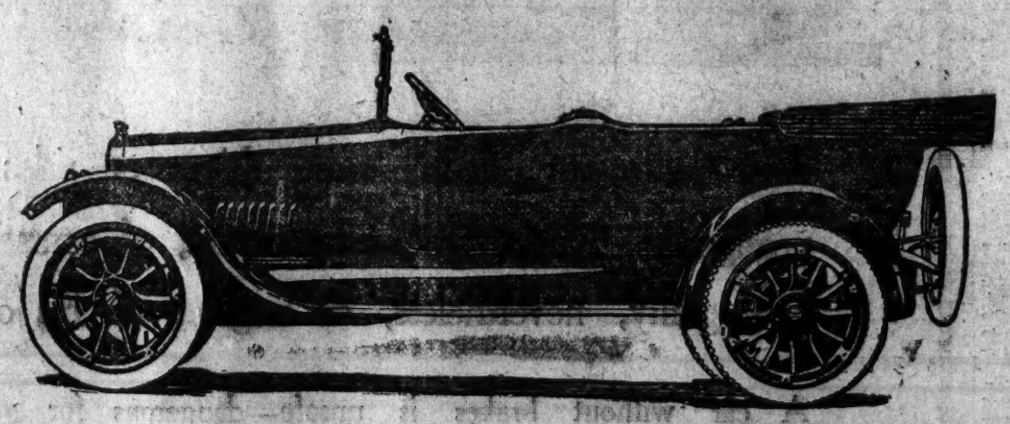
The Chandler Six is economical in cost of operation. It is a big car, 123-inch wheel base, but it weighs a little less than 3,000 pounds. The Chandler motor is powerful and instantly responsive, but 14 to 16 miles per gallon of gasoline is the common report from owners. Six thousand to eight thousand miles per set of tires is the usual tire-service rendered Chandler owners.

And with these reasonable economics the Chandler owner has a *real car*—a car of extraordinary performance under all road conditions, a car distinguished for ease of riding and comfort, a dependable, enduring car.

The Chandler offers economy without the sacrifice of automobile satisfaction. *And the Chandler is closely priced. You cannot buy any other car of similar worth for less, and for other cars which may be compared with the Chandler you are asked to pay much more. These are facts. provable* ***facts.*** *You can prove them yourself.*



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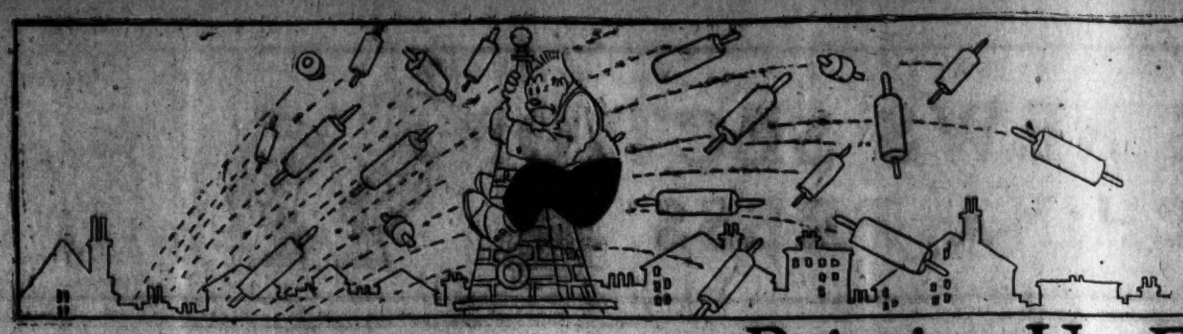
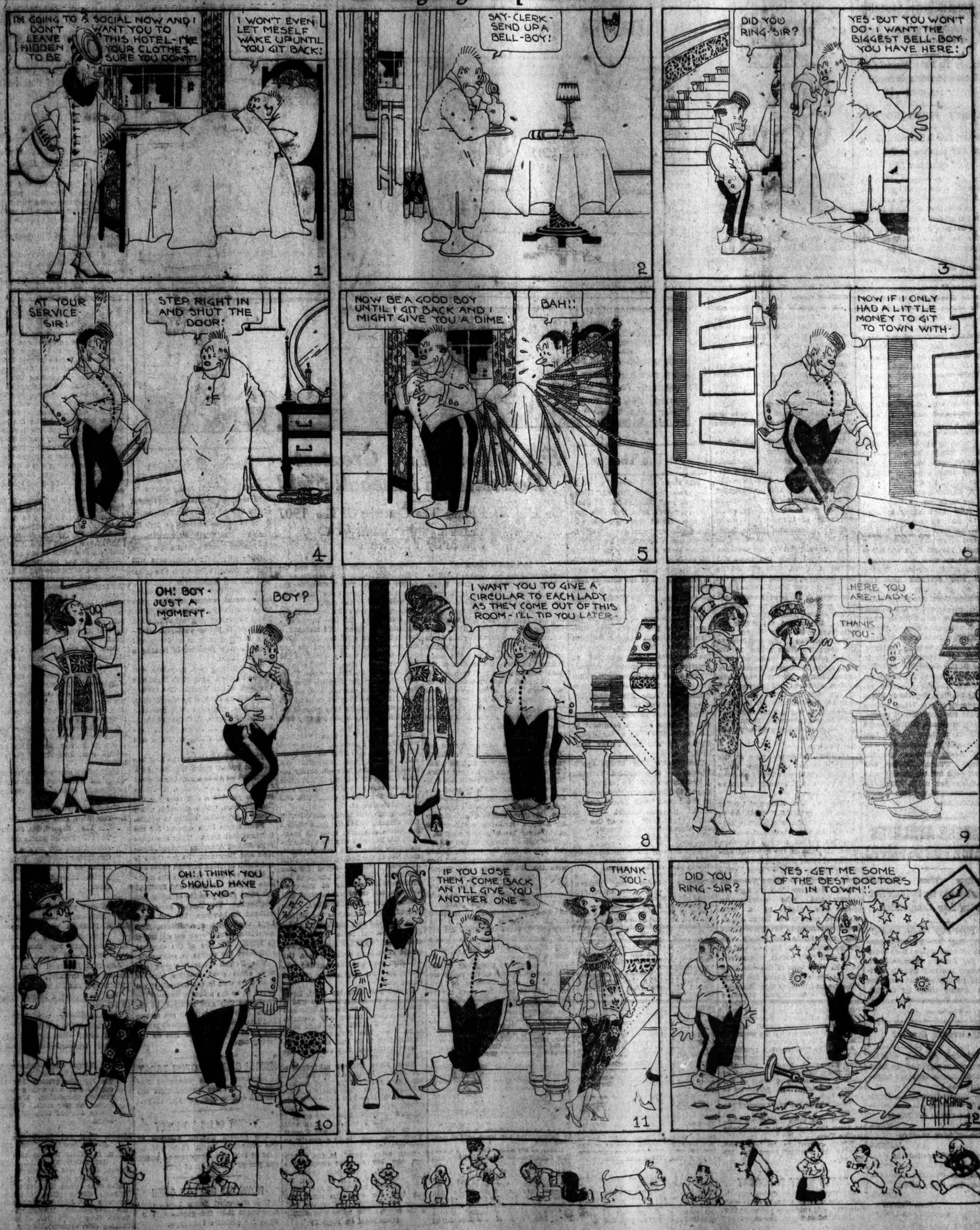
LIBERAL CONDITIONS AND MODERATE RATES



Sporting and Comic Picture Section

Sunday, May 11th, 1919

Bringing Up Father


I'M GOING TO A SOCIAL NOW AND I DON'T WANT YOU TO LEAVE THIS HOTEL - I'VE HIDDEN YOUR CLOTHES TO BE SURE YOU DON'T!
I WON'T EVEN LET MESELF WAKE UP UNTIL YOU GIT BACK!
1
SAY - CLERK - SEND UP A BELL-BOY!
2
DID YOU RING - SIR?
YES - BUT YOU WON'T DO - I WANT THE BIGGEST BELL-BOY YOU HAVE HERE!
3
AT YOUR SERVICE - SIR!
STEP RIGHT IN AND SHUT THE DOOR!
4
NOW BE A GOOD BOY UNTIL I GIT BACK AND I MIGHT GIVE YOU A DIME!
BAH!!
5
NOW IF I ONLY HAD A LITTLE MONEY TO GIT TO TOWN WITH -
6
OH! BOY - JUST A MOMENT -
BOY?
7
I WANT YOU TO GIVE A CIRCULAR TO EACH LADY AS THEY COME OUT OF THIS ROOM - I'LL TIP YOU LATER -
8
HERE YOU ARE - LADY:
THANK YOU -
9
OH! I THINK YOU SHOULD HAVE TWO -
10
IF YOU LOSE THEM - COME BACK AN I'LL GIVE YOU ANOTHER ONE -
THANK YOU -
11
DID YOU RING - SIR?
YES - GET ME SOME OF THE BEST DOCTORS IN TOWN!!
GEO MCMANUS
12

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, MAY, 11, 1919

CRICKET CLUB IS AT HOME MONDAY

Members To Have Formal Look At New Pavilion At Social Function

SEASON'S PLANS FORMING

Interport Match Between Shanghai And Hankow Is Set For September 13

Flannels, some old and some new, and cricket are the order of the day with us now that old King Sol has decided to give us a little of his heat after a wet and dreary winter. According to Mr. A. P. Wood, the Shanghai Cricket Club's President, cricket this season is going to be better that it has been the past two seasons—and he should know after the many years of keen interest he has taken in England's national sport. Taking things all round the clubs have about the same strength as they had last season.

The S.C.C. has Clifford, who heads the list of the senior club's first string of bowlers by an average of under 12, Grimshaw, Deeks, Moule and, many more all good with bat, ball and in the field. Mentioning field brings to mind the S.C.C. energetic secretary, C.D.F., who has had so good a job made of the club's pavilion.

If one didn't have to go to the Race Course to get to the pavilion one would imagine he was entering a new roost to sip his lemon-squash and give lung power to "Caught Sir!" or "Good Shot!"

An "At Home" is advertised by the S.C.C. for tomorrow.

The Recs have about the same team to put up as last season; Wallace brothers, Wilson, Milmer, White and others; and according to a suggested Fixture Card which has been drawn up there are the Navy, "A" Co., S.V.C., Customs, Police, Parsees and Machine Gun Co., S.V.C., all of whom have good talent among them. According to the proposed schedule for the coming season there are two all day matches, the S.C.C. versus the Rest of Shanghai on Monday, June 9, and Monday, August 4, both dates Bank Holidays; also with an Interport match in Hankow set for September 13. This is the first Interport game since 1914, when Hongkong visited us, and so by the time September comes along provided rain does not do what it did the past football season, the Shanghai representatives should be fairly fit to show Hankow how cricket should be played, for with Barrett, Deeks, Clifford, Boorha, Grimshaw, Wilson, Milmer and others all good but too numerous to mention, another notch should be added to Shanghai's battle axe of Interport Cricket.

JAPANESE ATHLETES ARRIVE FOR OLYMPIC

Philippines Wins Baseball Championship By Default Not Having Any Competition

(China Press Staff Correspondence)

Manila, May 10.—Fifteen Japanese track athletes arrived here today for the Far Eastern Olympic Meet. No Japanese baseball team is coming. The Philippines has won the baseball championship by default, there being no competition.

Tomorrow's Concert

The following program, weather permitting, will be played by the Band in the Public Garden tomorrow beginning at 5:30 p.m.:

1. March—Preparedness ..... Deiro.
2. Overture—Guessing ..... Mahl.
3. Waltz—The Call of the Woods Tyars.
4. Selection—H. M. S. Pinafore Sullivan.
5. (a) One Step—Somewhere in France is the Lily .....Howard.
   (b) Fox Trot—Smiles .....Roberts.
6. Selection—The Grass Widow Hirsch.

A. de Kruger,
Conductor-in-Charge.

Smiles from the Mixed Court

Industry in its more technical aspect had no appeal for Wong Dong-sung and after giving its proponents what he considered to be a fair chance to convince him of its advantages he decided that they were all wrong and abandoned the course of study.

As a matter of fact, Wong was not keen about training for a skilled job in the first place, his taking it up being largely due to arguments presented in its favor by certain members of the local police force, who became interested in the youth following an epidemic of small thefts in the Western District. A considerable number of the thefts being traced to Wong he was haled into the Mixed Court and ordered to spend two years in the reformatory, where trades are taught.

Wong had 22 days' time left to serve before getting his diploma when he concluded that higher learning was a false alarm. This conclusion he confided to a classmate, who agreed with him that learning to be a carpenter or a blacksmith was a waste of time and spoke eloquently of the merits of ricsha pulling as a profession. Fired by the tales of easy affluence by which his friend gave point to his remarks, Wong waited until the moon slid behind a cloud, then shinned the reformatory compound wall and the work bench saw him no more.

A week or so later, however, the watchman of the reformatory saw his former charge, standing sentry to a ricsha. He engaged the vehicle and rode round to the Police Station.

Next morning Wong explained to the court his disinclination for the loftier professional branches which made up the Municipality's curriculum and said that he found pulling a ricsha a most congenial and remunerative pursuit. The court was of opinion that if Wong didn't want to become a craftsman it was no use trying to make him and, waiving the 22 days' time he owed, sent him joyfully back to chasing fares.

Just In Time

If Yih Hai-sung's turn at the ticket window had come thirty seconds later there would have been no sequel and Yih would not have seen the show.

"One on the aisle, not too far from the orchestra," quoth he to the seat dispenser in one of the Foochow Road playhouses, and reached into his pocket for the admission price. Instead of the expected collection of small coins he found himself grasping another hand. The hand belonged to Wong Tuh-sung, whose apologies Yih refused to accept and who consequently spent the night in a well ventilated room in the Louza Apartments, appearing in the Mixed Court next morning to hotly deny the charge against him. He had nothing to do with Yih's pocket, whatsoever, he said. The facts in the case were that in the crush about the ticket office he had bumped into the complainant who immediately assaulted him, not only injuring him sorely, but causing him to lose his hat. Yih had witnesses, however, and Wong was ordered placed beyond the lure of theaters for six months.

The Best Policy Flivvers

A detective strolled into a pawnshop off Pakhoi Road the other day just as Tsen Yuen-zang pled a skeepskin lined gown, various other articles of clothing and a pair of boots on the counter and asked the proprietor to do his best.

"Where'd you get 'em?" queried the policeman.

"I just stole them from Sung Kuasz down the road a bit," cheerfully replied Tsen.

Which proved to be true, Tsen earning 18 months' board by his honesty.

RACES NEXT SATURDAY

The Shanghai Race Club's fourth extra race meeting will take place next Saturday, and entries will close at the Grand Stand at 7 p.m. tomorrow.

INDOOR SPORTS By Tad

OH MR MANAGER HAVE THOSE TWO STOUT MEN A LEASE ON THAT TABLE?
HE'S GONNA GO TO SLEEP SOON I KNOW IT
IT WOULD BE RATHER AWKWARD FOR ME TO ASK THEM TO GET OUT
I HATE FAT GUYS ANYWAY
CANT CHA TELL THE BIG SLOBS TO TALK IN THE SMOKER? I WANNA STICK ME LEGS UNDER A TABLE AND PACK IN
HOW WAS OLD COL. WITHERS WHEN YOU SAW HIM— SUPPOSE HE STILL HAS THE LIVERY STABLE
OH YES— YES HE HAS— YES
INDOOR SPORTS
STANDING IN THE DOORWAY OF THE DINING CAR AND WAITING TO PUT ON THE FEED BAG AS TWO BIG FAT SLOBS SIT AND CHEW THE RAG ABOUT OLD PALS

At The Theaters

All those who were thrilled by the great film melodrama, "Tarzan of the Apes," the first half of which was presented recently in the form of a completed narrative, will welcome the announcement that the concluding chapters will be presented this week at the Olympic Theater for three days opening Tuesday. The tale, it may be remembered, is built around the life of the child of Lord and Lady Greystoke who is reared by wild apes in the African jungle after the death of his parents.

In the course of events in the new Tarzan picture the great ape-man finds himself transplanted from the wilds of his jungle home into the artificial atmosphere of an American social center, a contrast that is novel to a degree. The Tarzan pictures form a screen dramatisation of Edgar Rice Burroughs' story, "Tarzan of the Apes."

The feature offering of tonight and tomorrow night's programs at the Olympic will be a Paramount picture, "A Thousand Dollar Husband."

The week's bills at the Apollo Theater are of exceptional interest. A Fox picture with the leading role played by Theda Bara, "the vampire of the screen," will be the feature of the program tonight. This is called "Infidelity." One of the details of Pathe's British Gazette, part of the bill, is a picture showing King Emmanuel of Italy at Trieste. A comedy showing the Pathe comedian Toto in "The Great Water Peri" also is part of the program.

At the matinee at the Apollo this afternoon besides the picture, "Hands Up" new episodes of the serial pictures will be shown.

Opening at the Apollo tomorrow for a run of four nights a picture that has been heralded as one of the greatest Pathe productions is to be offered. This is "Moral Suicide," produced in seven parts. It is a highly dramatic tale with a strong moral flavor and centers about the life of a wealthy American widower who falls victim to an adventuress.

Cabaret entertainment in Shanghai has been lifted to a high level by the advent of Irene West and Helene Duval, who came directly here from New York and who are playing an engagement at the Carlton Cafe. Irene West helped to start the craze for Hawaiian attractions in America when she toured with a troupe of native Hawaiians and in the entertainment she is giving at The Carlton she has retained many of the features of the act that won such success in America and later in England. Her co-star, Mlle. Duval, has a surpassing soprano voice and she is giving a repertoire of classical and popular selections.

A dainty and charming screen story is "Bawbs O' Blue Ridge," a Triangle production, that is to be seen today, matinee and evening, at the Isis Theater. The Isis program also includes a happy Triangle comedy in two parts called "Maid Mad." At the Isis tomorrow added episodes of the two serials the theater is running are to be shown. These are: "The Count of Monte Cristo" and "The Million Dollar Mystery."

The fifth picture of the notable series entitled "Seven Deadly Sins," being presented at the Victoria Theater, is to be shown tonight. This is "Greed," a production that retains in full measure all the high dramatic qualities of those that preceded it.

Silk O'Loughlin's Greatest Decision On Baseball Field

On His Word Hung The Outcome Of The 1907 American League Race---Athletics Hopes Blasted By The Result

By Tommy Connolly
Chief Of American League Umpires

Many and many a time I have worked with "Silk" O'Loughlin, who has just died, when clouds seemed to be gathering and it would have taken but very little to start a riot. I have officiated with old Tim Hurst, when the latter took the bull by the horns and actually went after an offending spectator himself. Again and again I have felt that the ending of the game would mean a mad rush for the umpire and an eleventh-hour rally by the police. But never have I gone through such a thrilling experience as when teamed up with Silk in that famous 17-inning tie game at Philadelphia away back in 1907.

Much At Stake

This furnished another chance for O'Loughlin to show his wonderful gameness and courage, and, as usual, Silk came through with flying colors. In this game not only the final result not only of the contest, but of the pennant race as well, virtually hinged upon one decision that Silk was called upon to give. He gave it rightly, too, although for a while it looked as though he might never live to render another.

Most fans of this generation will recall that in 1907 the two big factors in the American league pennant race were the Philadelphia and Detroit teams. This was a season or two before Connie Mack got together his wonderful Atlantic machine, and was in the days when Hughie Jennings had an outfit that could hit and field behind first-class pitching. The makeups of those two clubs did not bear much resemblance to the teams that represent Detroit and Philadelphia today.

With one or two exceptions, all the players who figured in the particular game I am going to speak of have either retired from the sport altogether or else are rounding out their fading usefulness with some one of the minor leagues. The Detroit team included Mullin, Donovan, Killian, Willett and Summers for pitchers, Schmidt and Payne catchers, Rossman, Schaefer, O'Leary and Coughlin in the infield with Cobb, Crawford and Jones in the outer garden.

No Let Up

Connie Mack had on his payroll Coombs, Waddell, Plank and Dygert Powers and Lapp, Harry Davis, Dannie Murphy, Nichols and Cross, Hartsell, Oldring and old Sox Seybold. All season long these two clubs had been battling like fiends, and so closely were they bunched that the expert decided that the last visit of the Tigers to Philadelphia would result in determining the issue of the pennant fight.

Never to my dying day will I forget this big scene on Connie Mack's ball park—the old one. This park was then situated at the corner of Columbia Avenue and Twenty-ninth Street and was known as the Columbia Avenue Grounds. The Tigers had come East, and on the day in question—Sept. 30—a doubleheader between the two clubs was scheduled. Connie Mack had three of his first string twirlers all ready for work and the Philadelphia fans were expecting a double victory. Two defeats for the Tigers would have put them emphatically out of the race.

The Quakers were baseball mad and the whole town in the throes of a championship fever. All morning it looked like a carnival day down town, and as noontime approached the fans began to wend their way out to the ball park. I have never seen a spectacle like it before or since. There were 25,000 on the field an hour before the contest started, and, as you know, the parks 10 years ago had not the seating capacity they possess today, and 25,000 crowds were very rare indeed.

Besides this more than 5,000 fans were denied admission, there were fully that many sitting on the roofs and piazzas that encircled the grounds. Boston fans will hardly believe that on the way out to that game men and boys were riding on the very roofs of the electric cars. But this is an absolute fact.

The game was finally started with Silk working behind the plate while I rendered the decision upon the bases. Wild Bill Donovan was the twirler selected by Detroit and Jimmy Dygert, then one of the best spitballers in the American league, started for the Mackmen. The crowd hampered the outfielders considerably at the start as ropes had to be put in place and ground rules were established. This proved a big handicap to the Detroit club from the very beginning and by dint of several balls hit into the crowd that went for two bases but would have been ordinary outs, the Athletics soon had them on the run. It looked like easy sailing for the home club.

Dygert was none too good, however, and he lasted but two and a fraction innings, as he was wild and Connie wasn't taking any chances. So Rube Waddell was sent in to finish up. The Philadelphia club kept adding to its lead and had the Tigers something like seven to one up to the seventh.

Then Rube Oldring misjudged a fly. Nichols booted one at shortstop, the Rube grew nervous and walked a couple of men. The Tigers tore off a couple of base hits and when this round ended the Jungaleers had added four runs. The score stood 7 to 5. Eddie Plank had been sent in to replace Waddell and Connie Mack was not feeling nearly so comfortable.

Both sides scored in the eighth but the big surprise came in the ninth. Here, after Sam Crawford had started with a base hit, Ty Cobb followed him to bat and drove the ball far over the right field fence for a home run wallop and a tie score. The noise was simply

(Continued on Page 3)

Rowing Club Notes

Much interest is being shown by local oarsmen in the coming regatta of the Shanghai Rowing Club, scheduled to be held at Henli on May 31, June 1 and 2. The third day falls on the Dragon Boat Festival and a large number of rowing enthusiasts will journey down to the scene of contest by train and houseboats.

In spite of some difficulty in getting international crews together, the races are likely to prove interesting. The American rowing enthusiasts find it difficult to put up an Eight. Scotland is not greatly in evidence and there is little prospect of raising a Scottish Eight.

The eight-oar race, therefore, will be one between the English Eight and the Rest of the World. The former team will be stroked by Mr. N. P. B. Jones and the crew will probably consist of Messrs. P. C. Mansfield, A. W. Stubbs, J. H. Johns, W. T. Bertenshaw, F. S. Ward, W. Moon and J. J. Evans.

The team representing the Rest has not yet rowed much together as a crew, but as quite a number of good oarsmen will be available, it will be sure to provide a stiff race for the English team, which although going strong is somewhat lacking in weight.

Four teams have entered for the international fours. They are those representing America, England, Scotland and Denmark. So far there is not much to chose between these and it is yet too early to name the probable winner. England and Scotland did some good practice at Henli last week-end. The Danish crew was without its bowman, but did some hard work with a substitute. The American regular crew did not travel to Henli. But two of the oarsmen completed the course in good style.

The Danish Four is strong and with some good practice together should do well in the contest, if not prove to be the actual winner of the Challenge Cup now returned to the Club. The Scottish Four are strong and husky and are determined to win the right to place their lips on the loving cup.

RECS' GROUND OPEN TODAY

Members of the Shanghai Recreation Club are notified that the ground will be open for play today.

YACHT CLUB TO MEET

The annual general meeting of the Shanghai Yacht Club will be held at 5:30 p.m. tomorrow on board the Foam, Peking Road jetty.

BOWLING GREENS OPEN

The Shanghai Lawn Bowls Club announces that the greens will be open for practice tomorrow.

GRAND NATIONAL WON BY THE EARL

Hayes Rides Pony To Easy Victory In Chief Fixture Of Off Day

CROWD OUT DESPITE RAIN

Track Heavy But Several Good Finishes Mark Conclusion Of Spring Meet

The Weather Fiend tried hard to put a crimp in the off day program of the Spring race meeting yesterday but was foiled, for though the card was interspersed with rain squalls and the track was heavy there was a good crowd out and some interesting races were forthcoming.

The big race of the day, the Grand National Steeplechase, proved the least exciting of the lot and was taken by almost the least favored pony in the field—The Earl—in easy style. The grey took the lead from the start and, save for a very brief space when Border Minstrel forged ahead, held it throughout, being thirty or forty lengths to the good for most of the second trip round the course. Coming home Springie and Black Diamond drew up but Haynes brought The Earl in with three lengths to spare, the same distance separating Black Diamond, the favorite, from second.

The Griffins Handicap, first of the official events turned out as the majority of the backers fancied it would, Rest Cure taking the honors, but his margin was the narrow one of a neck. The pony won in the home stretch, after Stanmore, Figaro and Odin had each had a turn at the lead. Michigan gave the victor a stiff brush in the last stage and Midas, second choice in the pari-mutuel rooms, annexed third.

The favorites fared rather ill in the Spring Handicap, in which Sans Peur took first after a great push down the straight. Liberty Bond was away to the lead at the start, made in a downpour of rain which made it so misty that it was difficult to see across the course. At the mile post Kennebec had forged to the fore and he led clear round to the Monument, with Liberty Bond and Portobello next in order. As the field swung round into the straight Rouble came straight through the middle to take the lead and then Sans Peur flashed up on the outside to win by half a length, Triumph scoring third.

After that the deluge; but the flood slackened in time for the start of the Cross Country Cup for the season's paper hunters, in which seven ponies went away. Rob Roy proved himself a good mudder and came through with the laurels in a close finish with Mormon, which once had the edge on the former in the straight.

The eighth race was easy for Cranby, which held the leading position practically all the way and paid one of the several good dividends of the afternoon.

The Mafeo's race went to Iron Duke which led from start to finish, with Hop-Scotch second and September Moon third.

The detailed results follow:

1.—The Also Ran Plate.—Winner, Tls. 150. Second, Tls. 50. Third, Tls. 25. For all ponies that have started and not won a race at this Spring meeting. Weight for inches as per scale. Unplaced ponies allowed 5lbs.—Half a mile.

	lbs.
Mr. Robson's grey Nibbick (Mr. Dalgliesh)	153—1
Mr. H. F. Bell's grey Cranby (Mr. Springfield)	155—2
Mr. Shahmoon's bay Bonanza (Mr. Knoll)	155—3

Also ran: Rocksand (Mr. Sleap), Tuborg (Mr. Crokam), Charing Cross (Mr. White) and Majuba (Mr. Hine).

Won by a head, a length. Time—59 3-5 sec.

Pari-mutuel—for win, $17.20; for place, $7.90, $10.50 and $7.30.

Cash sweep—first, 240; second, 61; third, 249; unplaced—549, 613, 369 and 152.

2.—The Record Cup.—Winner, Tls. 150. Second, Tls. 50. Third, Tls. 25. For griffins that have started and not won a race at this Spring meeting. Weight for inches as per scale. Unplaced ponies allowed 5lbs.—Five furlongs.

	lbs.
Messrs. Toeg and Speelman's ches. Wilson (Mr. I. Ezra)	152—1
Mr. G. D. Coutts' bay Rushton (Mr. Dalgliesh)	153—2
Messrs. Harry and Joe's grey Anything (Mr. Knoll)	147—3

Also ran: Battle King (Mr. Vida), Tobson's Choice (Mr. Grayrigge), Escapade (Mr. Sleap), Craiglockhart Mr. Springfield), Blackheath (Mr. Towe), Grey Down (Mr. Sedgwick), Posborg (Mr. Crokam). After Dark

(Mr. White), Siesvig (Mr. Braad-Sorensen) and Lochiel (Mr. Cameron).

Won by a neck, half a length. Time—1 min. 17 4-5 sec.

Pari-mutuel—for win, $13.10; for place, $7.90, $41.40 and $36.60.

Cash sweep—first, 430; second, 183; third, 785; unplaced—457, 310, 278, 198, 378, 483, 662, 337, 152 and 364.

3.—**The Double Event Cup.**—Winner, Tls. 150. Second, Tls. 50. Third, Tls. 25. For all ponies that have started and not won a race at this Spring meeting. Weight for inches as per scale. Ponies placed second, 3lbs. extra; unplaced ponies allowed 3lbs. Winners on Off Day excluded.—Nine furlongs.

	lbs.
Messrs. Toeg and Speelman's dun Sir Lamerock (Mr. Vida)	158—1
Mr. W. S. Jackson's grey Hop-Scotch (Mr. Dalgliesh)	...152—2
Mr. Birdrake's grey Seabird (Mr. Rowe)	.....159—3

Also ran: Foxtrot (Mr. Sedgwick), Seadrake (Mr. Braad-Sorensen), Tuborg (Mr. Crokam) and Nothing (Mr. Knoll).

Won by a length and a half, a neck. Time—2 min. 27 2-5 sec.

Pari-mutuel—for win, $7.70; for place, $5.50, $6.60 and $7.10.

Cash sweep—first, 960; second, 540; third, 219; unplaced—65, 9, 903 and 437.

4.—**The Griffins Handicap.**—(Official). Winner, Tls. 300. Second, Tls. 125. Third, Tls. 100. A handicap for all griffins that have started in at least two races at this meeting.—One mile and a quarter.

	lbs.
Mr. John Peel's grey Rest Cure (Mr. Heard)	.....158—1
Mr. Edmund's bay Michigan (Mr. Vida)	.....148—2
Mr. Primeymea's grey Midas (Mr. Burkill)	.....155—3

Also ran: Black Fox (Mr. Springfield), Figaro (Mr. Braad-Sorensen), Stanmore (Mr. Dalgliesh), The Hawk (Mr. Hill) and Odin (Mr. Knoll).

Won by a neck, a length. Time—2 min. 45 3-5 sec.

Pari-mutuel—for win, $16.40; for place, $7.70, $9.10 and $8.70.

Cash sweep—first, 738; second, 218; third, 891; unplaced—990, 665, 301, 121 and 663.

5.—**The Grand National Steeplechase.**—Winner, Tls. 400. Second, Tls. 150. Third, Tls. 100. For China ponies. Weight for inches as per scale. Non-winners of this race at any previous meeting allowed 7lbs.—Over Morriss', twice round and in.

	lbs.
Mr. Weeloe's grey The Earl (Mr. Hayes)	.....152—1
Mr. C. C. Boyd's cream Springle (Mr. Boyd)	.....161—2
Mr. John Peel's black Black Diamond (Mr. Burkill)	...164—3

Also ran: Revenge (Mr. Brun) and Border Minstrel (Mr. Springfield).

Won by three lengths, three lengths. Pari-mutuel—for win, $57.50; for place, $21.60 and $9.00.

Cash sweep—first, 915; second, 728; third, 606; unplaced—169 and 401.

6.—**The Spring Handicap.**—(Official). —Winner, Tls. 300. Second, Tls. 125. Third, Tls. 100. A handicap for all ponies that have started in at least two races at this meeting.—One mile and a quarter.

	lbs.
Mr. H. G. Robinson's ches. Sans Peur (Mr. Knoll)	.....153—1
Mr. Renniks' grey Rouble (Mr. Vida)	.....148—2
Messrs. Toeg and Speelman's grey Triumph (Mr. Ezra)	163—3

Also ran: Liberty Bond (Mr. Sedgwick), Kennebec (Mr. White), Scala (Mr. Crokam), Portobello (Mr. Cameron) and Nigger Minstrel (Mr. Hill).

Won by half a length, a length. Time—2 min. 46 sec.

Pari-mutuel—for win, $51.00; for place, $16.00, $12.20 and $13.90.

Cash sweep—first 145; second, 453; third, 168; unplaced—220, 762, 86, 939 and 915.

7.—**The Cross Country Cup.**—Winner, Tls. 150. Second, Tls. 50. Third, Tls. 25. For all ponies that have started in any of the races for Paper-hunters of Season 1918-1919 and that have not won a race at this Spring meeting. Weight for inches as per scale. Winners of one official race since January 1, 1918, 7lbs. extra. Unplaced ponies allowed 5lbs. Winners on the Off Day excluded.—One mile.

	lbs.
Mr. Grayland's ches. Rob Roy (Mr. Grayrigge)	.....153—1
Messrs. Sky and Hickling's bay Mormon (Mr. Springfield)	158—2
Mr. Birdrake's grey Sea Hawk (Mr. Crokam)	.....155—3

Also ran: Spaghetti (Mr. Schoch), Beaconlight (Mr. Sleap), Rocksand (Mr. Rowe) and Golden Gloss (Mr. Dalgliesh).

Won by a neck, two lengths. Time—2 min. 17 sec.

Pari-mutuel—for win, $51.30; for place, $12.50; $8.60 and $7.60.

Cash sweep—first, 672; second, 473; third, 625; unplaced—72, 378, 967 and 716.

8.—**The Off Day Selling Race.**—Winner, Tls. 250. Second, Tls. 100. Third, Tls. 50. For all China ponies that have started and not won a race at this Spring meeting. Weight for inches as per scale. Winner to be sold for $500. If entered to be sold for $250, allowed 5lbs.; for $100 allowed 10lbs. Griffins of this Spring meeting will receive a special allowance of 5lbs.—Seven furlongs.

	lbs.
Mr. H. F. Bell's grey Cranby (Mr. Springfield)	.....156—1
Mr. Harry White's grey Charing Cross (Mr. Knoll)	.....148—2
Messrs. Winsome and Hasty's brown The Hornbill (Mr. Rowe)	.....158—3

Also ran: Anything (Mr. White), Persianlight (Mr. Heard), Siesvig (Mr. Braad-Sorensen), Hinode (Mr. Hulthen) and Rushton (Mr. Dalgliesh).

Won by two lengths, two lengths. Time—1 min. 56 sec.

Pari-mutuel—for win, $43.10; for place, $11.10; $9.80 and $9.00.

Cash sweep—first, 301; second, 10; third, 999; unplaced—745, 848, 297, 617 and 746.

9.—**The Mafoos Race.**—No whips or spurs allowed in this race. Winner, $40. Second $20. Third $10. For all China ponies that have started at this Spring meeting. Winners at this Spring meeting and on the Off Day excluded. Weight, 140lbs. Native riders in racing colors.—One mile and a quarter.

	lbs.
Mr. Ezra's brown Iron Duke	 1
Mr. W. S. Jackson's grey Hop-Scotch	 2
Mr. Sethorl's ches. September Morn.	3

Also ran: Big Ben, Lochiel, Majuba, The Prelate, After Dark, Kennebec and Stanmore.

Time—2 min. 51 sec.

Pari-mutuel—for win, $13.30; for place, $6.70; $11.40 and $7.10.

Cash sweep—first, 755; second, 751; third, 848; unplaced—890, 215, 748, 672, 985, 967 and 116.

Laura Guerite Company To Show Here Next Week

Miss Laura Guerite

Miss Laura Guerite's Revue Company will arrive in Shanghai in the course of the next few days and will open their season at the Lyceum Theater next Saturday evening with the exceptional variety entertainment entitled "A Vaudeville Banquet in ten great bites," to be followed by a series of the latest New York and London revue successes.

The opening entertainment will be particularly attractive inasmuch as each member of the company will contribute his or her particular vaudeville speciality. Laura Guerite will be heard in the song successes which have made her known as a revue star of the highest order. Among her biggest hits have been "Get out and get under," "Mrs. Rip van Winkle," etc. She will give us her latest character song entitled "There'll be a hot time for the old men while the young men are away."

George Ross, described as "the one man music hall" is the principal comedian of the company, and will entertain with a number of popular humorous songs, also his special instrumental turn in which he performs on several different instruments in a trick manner. Miss Edyth Hyland will render several well known songs. Her soprano voice has created quite a sensation in India, South Africa and the Straits recently. Carlton Chase, described as a singing light comedian, will also be heard in several popular numbers. Among the other artistes who appear in "The Vaudeville Banquet" may be mentioned Alma Waite and her charming beauty chorus; Hal, a remarkable jesting juggler, whose amusing patter is a feature of his act, Bertie and Benson in their "potpourri of foolishness turn," Dorothy Sutton, Hygo Graham and Co. who will appear in the one act tragi-comedy sketch, "Camouflage," and Miss Dot Fay, a dainty toe dancer.

Altogether the company presents an exceptional variety bill, and during its season here it will appear in several of the latest New York and London revue successes announced later. Booking opens tomorrow at Moutrie's.

Greatest Decision Made By O'Loughlin

(Continued from Page 2)

deafening. Pandemonium reigned, and after Cobb had made a circuit of the bases it was some moments before the crowd could be pushed back into position and opportunity given for the resumption of play.

Police Interference

Nothing happened of note after this until the 14th, but here was where Silk showed his nerve. The Tigers had been retired in order in their half of this round, and when Harry Davis, first man up for the Athletics, in their turn came to bat, the crowd were yelling for Captain Harry to finish it up.

Finally Davis got hold of one of Bill's slow ones and drove a high fly out towards left center. Old Sam Crawford started after it. It was apparently an easy chance, but Sam had to keep running along the edge of the crowd, for there was a chance of it dropping in among the fans. Finally Crawford set himself, for he had the drive well judged, and to all intents and purposes the put was as good as accomplished. Just at the last moment a policeman who had been stationed in the vicinity rushed out from the ground, ran directly in front of Crawford without any apparent reason, and, of course, this incident didn't help Wahoo any. Bracing himself for the threatened collision Sam just moved a trifle, the ball struck the ends of his fingers and then dropped to the ground. Under the rules Davis kept on running, held up at second base, and the scorers were preparing to give Harry the benefit of a very dubious two-base hit.

But the Tigers were changed in an instant to a horde of yelling fiends. They rushed from every quarter of the field to the diamond, even the men from the dugout joining in—Crawford howled "interference." Cobb backed him up and every one of the Jungaleers joined in the howing, fighting bunch of players of both teams that surrounded the umpires. Silk at first made no demonstration, and Jennings demanded for me to give a decision. I waved him aside and told him that I was interested only in the decision upon the bases.

Then they turned their attentions to O'Loughlin, who stood behind the plate with his mask off, as cool as a cucumber and evidently waiting till the tumult had died away. All of the Mackmen were grinning while the fans in the stands and bleachers were preparing to give Davis a tumultuous welcome when he came home with the expected and winning run. Then Jennings went up and put the question to O'Loughlin. Immediately "Silk" strode out to the diamond, just back of the pitcher's box and to a point from which he could make his high voice distinctly audible. To the amazement of the crowd of 25,000, "He's O-o-t" rang through the ball park.

The howl of amazement and then rage that blended into one loud shriek for O'Loughlin's life I shall never forget. I was nervous myself, I will candidly admit, now after all these years, but I was more concerned for "Silk's" safety than I really was for my own. For "Silk" was down there at the home plate within easy reach of the mob that had begun to swarm out of the stand and bleachers, and were rushing en masse for "the umps." The players expecting the assault were getting ready to rally to Silk's assistance. At least several of the Detroit team would have backed O'Loughlin up had it come to a physical showdown.

To The Rescue

To the credit of the Philadelphia police force, however, the riot was averted, and I firmly believe that their prompt action saved "Silk's" life. They rushed to the scene from every part of the field, and with drawn clubs drove the enraged fans back to their seats. The Philadelphia players were furious and their cries from the dugout didn't help matters any. The officers did their part nobly, and while for a time it looked as though reinforcements would be needed, it ultimately managed to clear the diamond and get things in shape for the play to be resumed.

"Silk" stood like a statue behind the bat with his chest thrown out, a smile on his face and a demeanor that showed plainly that the threats and attitude of the crowd had not jarred him one particle. He must have known that his life was really at stake, for the temper of the crowd had been strained repeatedly during the afternoon and the bitter rivalry and rough play that characterised the actions of the two teams hadn't sweetened them any. Then to think that this one deliberate decision had robbed them of the chance for certain victory.

That decision really beat the Mackmen in the pennant race of 1907. Had Davis been adjudged safe at second and O'Loughlin refused to allow the claim of interference the score would have been exceedingly doubtful. Mack had good bunters and good base runners. Davis would have been sacrificed to third and a man sent in to run for him on the very next play. Every one of the 25,000 fans felt that the great chance had passed with that decision. For the three remaining innings, or until the game was called on account of darkness at the close of the 17th, O'Loughlin had to endure the worst abuse I have ever heard meted out to an umpire. Every decision of his on balls or strikes was greeted with the enraged shrieks and criticism of the fans. He was hissed and booed, derided by the Philadelphia players and held up to ridicule in a manner that few umpire have to stand. Jack Coombs and some of the fairer minded men knew that "Silk" was right and sympathised with him on the quiet. But what could we do. The crowd was frantic, and when the game was finally called by Silk on account of the deepening shadows we prepared for trouble.

The police were on the alert, and as we left the diamond we were given a safe escort under the grand stand, the crowd meanwhile striving by every means to elude the vigilance of the officers and come at us from behind. An instant's weakness on the part of our escort and we would very likely have been torn to pieces. For the mob was like a horde of hungary wolves.

Long after the game had ended and most of the spectators had dispersed groups of very hard looking pickets waited in the vicinity of the stand hoping to get us as we passed out. "Silk" and I kept close watch and finally slipped out by another way unmolested.

We had refused a police escort to the hotel and that was why we had gotten away undiscovered. You may be sure that after reaching our hotel we kept within doors all night.

On the following day some few of the papers had the courage to back up "Silk" for his manly and courageous stand. After the heat of the contest had died away these writers saw that O'Loughlin had rendered a just decision. So fickle is the temper of the baseball fan that that following afternoon when we appeared upon the field to officiate again the crowd gave "Silk" a tremendous reception. He had made good. His honesty had met and answered the supreme test and Silk had confirmed a reputation that for honesty and nerve will ever remain unquestioned.

I figure that in making this just decision and thereby preventing the possible defeat of Detroit by a method that was most questionable "Silk" was called upon to decide a point more important and fraught with greater consequences than was ever raised in any world's series contest. His act was confirmed shortly afterward when it was proven that the policeman who had run in front of and nearly collided with Crawford was an old ball player who must have foreseen what the possible consequences would have been.

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

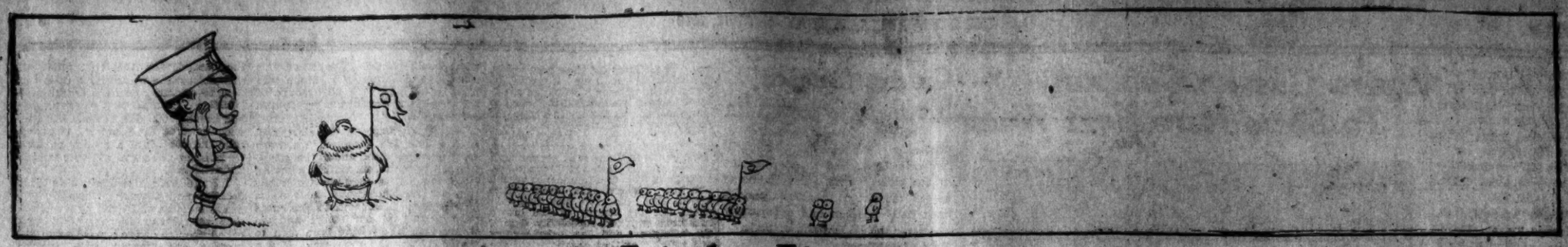
STATIONS		Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North	dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield	dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Soochow	dep.	....	7.58	9.23	10.38	....	15.13	16.13	....
Lunghwa Junction	dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South	*dep.*	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.35*
Lunghwa Junction	*dep.*	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Songkiang	dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashi	dep.	....	9.51	11.52	13.28	....	16.53	18.49	....
Kashing	dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yehsih	dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Changpu	dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow	dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou	arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS		Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou	dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow	dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changpu	dep.	....	....	8.04	9.48	....	11.40	15.20	17.36
Yehsih	dep.	....	....	8.41	10.31	....	12.39	15.51	18.49
Kashing	dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashi	dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Songkiang	dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction	*dep.*	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South	*arr.*	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction	dep.	....	10.30	11.35	14.05	....	17.15	18.20	....
Soochow	dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield	dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North	arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.



Little Jimmy

1. "IS THIS YOU WIFEY? - AH - SEND JIMMY DOWN TO THE OFFICE WITH MY AFTERNOON TOGS AND HIGH HAT. I'VE BEEN CALLED UPON TO PRESIDE AT THE LAYING OF THE CORNER STONE OF THE NEW DEPOT. TELL HIM TO HURRY AS I'VE GOT TO BE THERE IN HALF AN HOUR!"

2. "JIMMY, HURRY WITH THESE DOWN TO PAPAS OFFICE. HE NEEDS THEM RIGHT AWAY!"

3.

4.

5.

6.

7. "HEY! BRING THOSE BACK! THEY'RE MY PAPAS!"

8. "HI, KID, DIDGA SEE A KINDA SKINNY FELLER RUNNIN' PAST HERE?" "THAT'S A GOOD TIP!" "SURE I DID! HE SWIPED MY PAPAS HIGH HAT AND SPEAKIN' CLOTHES!"

AND IN THE MEAN TIME

9. "THOSE THINGS HAVEN'T GOT HERE YET AND THE COMMITTEE IS WAITING HERE FOR ME! IF I DON'T GET THEM IN FIVE MINUTES SOMEONE ELSE WILL HAVE TO OFFICIATE!" "OH, MY DEAR! I'LL RUN OUT MYSELF AND SEE IF I CAN'T FIND THEM!"

10

11. "HEAVENS! MY HUSBAND!" BONG BONG POLICE PATROL.

12. BONG BONG "OH, STOP!"

13. "OLD TIME OFFENDER! LARCENY! JAIL BREAK! HIGHWAY ROBBERY!" "HUSBAND! WHAT—"

14. "CHOP 'AT STUFF OUT!"

15. "OH! OH! OH! I'M SO GLAD ITS REALLY YOU!" "ITS ME ALL RIGHT! WHERE'S THAT KID?"

16 "NOW MISSUS HEN. YOU TAKE A REST AN' I'LL SCRATCH FOR THEM!" CLUCK CLUCK!

17.

J. WINNERTON '19